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HONG KONG, THURSDAY, MAY 31, 1928.

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A NEW FRONT.

PEKING ORDERS WITHDRAWAL.

70 MILES TO WEST.

Raiders Bring About Loss of Paotingfu?

NATIONALIST ARMIES STILL HELD-UP.

A withdrawal of 70 miles in the western sector of the war zone is reported as the order given by Marshal Chang Tso-lin of Peking to the Northern armies. An earlier despatch pointed to the Northerners extending their attack, but it now seems that they are narrowing the scope of operations.

This sudden evacuation may be due to danger of the raiders from Shansi getting round the Northern rear, or to a desire to present a more advantageous front to the Southerners whose allies, the Nationalists, are still held up by the Tsinan clash.

Peking and Tientsin are still held by the Northerners and inside the new battle-line, on the opposite side of which are the Southerners.

NEAR TO THE CAPITAL.

Peking, To-day.

Marshal Chang Tso-lin has ordered the Northern troops on the Peking-Hankow Railway to withdraw from Paotingfu, northward, to Liulih, 20 miles south-west of Peking.—Reuter.

On the other hand, the "Kung Shung Yat Po" publishes a cable from Tientsin, which says that the Northerners are holding to the south and west of Paotingfu, where there has been fighting, and that the Northern positions on the Tientsin-Pukow Railway are secure, also that the Northerners would intensify the attack they began on the Southern allies this week.

The Centre and the East. Paotingfu is about 90 miles from Peking. Accordingly, the

AT TIENTSIN.

Japanese Ready to Preserve Order.

According to the "Kung Shung Yat Po," the Japanese Consul has stated that Japan now has 5,000 troops at Tientsin, also nine aeroplanes and a large supply of war material, that the forces are ready for action, that positions have had to be taken up outside the Japanese Concession (i.e., in Chinese territory) and that, in the interests of peace, belligerents will be kept out of adjoining Chinese territory as well as the Concession.

Northerners' right flank (on the west of the front) is to be moved back 70 miles, and explains the report of the entry of Southerners into Paotingfu.

There is no indication that either the centre or the left (east) flank have been withdrawn. It seems that instead of holding a 100 miles' line running from east to west, the Northerners are shortening their defences. The line now runs from Tsangchow (on the Tientsin-Pukow Railway) westward to Hokenfu, and then due north to Liulih. The front is therefore in the shape of a curve, the western extremity of which has been withdrawn far back.

Down Narrow Defiles. The decision to withdraw may have been due to pressure by Shansi raiders who have got very near Peking by marching down narrow defiles, under cover, to points far behind the Northerners' right flank.

It can therefore be assumed that the Northerners have given up Paotingfu, so as to prevent Shansi raiders reaching their rear, and also to sweep the east-west front to a north-south line, still keeping Peking and Tientsin on their side.

Least Progress.

Where the allied Southerners have made the least progress recently is along the Tientsin-Pukow Railway, the eastern sector. The Northerners defending here have been defeated dozens of times and are broken in morale. The Nationalists are unable to press home their advantage because of the Tsinan imbroglio and, consequently, their being unable to send troops through Tsinan northward for an attack while allies are demonstrating on the western sector.

CHINESE VERSIONS.

Shansi Troops Cause Anxiety at Paotingfu.

Shanghai, To-day.

The Shansi "Nationalist" army captured Mancheng on May 29 and is advancing towards Paotingfu, the populace of which has been greatly alarmed.

Marshal Chang Tso-lin is rumoured to have ordered the Peking-Mukden Railway station to prepare cars for Mukden at a moment's notice.

General Man Fu-lin of the Northern army is preparing to proceed to the Peking-Hankow Railway front to join the campaign.—"Wah Keung Po."

PAOTINGFU CAPTURED.

Tokyo, Yesterday.

An urgent telegram received from Peking states that the Southerners have captured Paotingfu on the Peking-Hankow Railway.—Reuter.

Fleet to Join In.

Shanghai, Yesterday.

Following the return of Admiral Yang Shu-wang to Nanjing, it has been announced that the Nationalist fleet will soon appear off the coast of Shantung to co-operate with the Nationalist land forces.—Reuter.

Nationalist Conference.

Shanghai, Yesterday.

According to the pro-Nationalist Kuo Min news agency Generalissimo Chiang Kai-shek yesterday afternoon left Hsuehchow for Sinhsiang where he will confer with General Feng Yu-hsiang and General Yen Hsi-shan regarding the details of the anti-North offensive.

It adds that the main forces of the 4th Army Group (consisting of Nationalists from Wu-Han) are concentrated at Shih-chia-chwang on the Peking-Hankow Railway in preparation for an offensive against the Northern forces along the Northern railway.—Reuter.

On the Korean Frontier.

Tokyo, Yesterday.

Owing to increasing activities of Chinese bandits on the Korean frontier, the commander of the Japanese Army in Korea has ordered the frontier guards to take steps to meet any emergency.—Reuter.

MOTOR CAR DEAL.

An Enormous Amalgamation.

G\$500,000,000!

Chrysler And Dodge Brothers Bring Off Big Transaction.

New York, Yesterday. An enormous amalgamation of motor-car interests has been brought off through the Chrysler Corporation's acquisition of the Dodge Brothers' capital.

The new organisation, whose production will rank next to that of the General Motors Corporation and Ford's will be \$500,000,000.

The deal was concluded between the principals, Mr. Clarence Dillon and Mr. Walter Chrysler, who locked themselves up in a hotel suite for three days without calling in lawyers or accountants.—Reuter's American Service.

THE "ITALIA."

STILL NO NEWS OF MISSING AEROPLANE.

SEARCH PARTIES.

Kingsbay, Yesterday.

There is still no news of the "Italia." The "Citta di Milano" has disembarked at Red Bay, two search parties of Italian alpine with two Norwegian guides.

Lieut. Holm, with a monoplane, has sailed aboard the "Hobby" for Spitzbergen.

An ice breaker has already sailed from Archangel, with a seaplane aboard to begin a search for the "Italia."—Reuter.

"THE SAME GOAL."

BRITISH CO-OPERATORS AND LABOUR PARTY UNITED.

LOST RESOLUTION.

London, Yesterday.

The annual Co-operative Congress at West Hartlepool reaffirmed last year's decision to enter into a closer arrangement with the Labour Party.

Mr. A. Barnes, M.P., in opposing a resolution to rescind the decision, declared that the Co-operative Party and the Labour Party were marching towards the same goal. Thousands of Conservatives and Liberals had joined the London society during the past year.

The resolution was defeated on a card vote.—Reuter.

CANADA & FRANCE.

A NEW POST IN PARIS.

Ottawa, Yesterday.

In the House of Commons to-day Mr. Mackenzie King (the Prime Minister) announced that Mr. Philippe Roy, Canadian High Commissioner in Paris, would be appointed the first Canadian Ambassador in Paris.—Reuter's American Service.

OBITUARY.

THE DUKE OF NEWCASTLE.

The death is announced of the Duke of Newcastle.

(The Duke, who was 63 years old, succeeded his father, the sixth Duke, in 1879. The heir is Lord H. F. Pelham Clinton Hope.)

R.A.F. FLYING BOATS.

FOUR ARRIVE IN DUTCH EAST INDIES.

Koefang, Dutch East Indies, Yesterday. Four of the British Royal Air Force flying-boats have arrived here.—Reuter.

CALCUTTA "SWEEP."

WILL PROBABLY AMOUNT TO £262,000.

Calcutta, Yesterday. It is reliably stated that the winner of the Calcutta Sweep will receive £262,000.—Reuter.

"WHAT ELSE?"

Magistrate's Concern For Poor Chinese.

HAWKERS' LICENCES.

Police Sergeant Understands No More Now Available.

When a Chinese woman was this morning charged before Lieut.-Col. F. Eaves, D.S.O., with hawking in West Point without a licence, she said that she was willing to take one out but her application had been refused. Sergeant Kennear of No. 7 Police Station said that he understood that no more licences were available for the present.

The Magistrate remarked that he really did not know what people like the defendant could do for a living if they were not given licences to hawk.

Sergeant Kennear said that that was a matter which concerned the Hawkers' Licensing Department.

In imposing a fine of \$2 on the defendant, Col. Eaves said that in his opinion it was better that every man and woman be given a hawkers' licence, than that they should go about stealing. "If they are not allowed to earn a living by hawking, what else can they do?"

SLEEPERS' AWAKE.

ARRESTED WITH MISSING CLOTHING & UMBRELLA.

MAGISTRATE'S CLEMENCY.

Two Chinese youths were, this morning, charged before Lieut. Col. F. Eaves, D.S.O., with the theft of a suit of clothing and an umbrella from a houseboat at the Causeway Bay typhoon shelter.

The first accused replied: "Yes, we stole the things together," whilst the other said: "He (No. 1) stole the clothing himself, and afterwards wore it."

The Chinese owner of the house-

"RAIN AT FIRST."

S.E. winds, moderate, overcast, with rain at first, improving later, is to-day's forecast until tomorrow at noon.

The anti-cyclone has weakened and is central to the south of Tokyo. The Hainan depression is now central over the Gulf of Tongking. Another depression has developed to the east of Formosa.

boat who lives ashore, at No. 82, Irving-street, said that the clothing and umbrella were missing last night. Early this morning, as he was returning to his home, he passed the two accused sleeping outside No. 38, Irving-street. The first accused was wearing the witness's jacket, whilst No. 2 had the missing umbrella by his side.

The witness proceeded quietly to his house where he summoned the help of a fook, and together they returned and arrested the accused.

Col. Eaves inquired if there was anything known against the accused.

No. 1's Criminal Career.

The police replied that there was nothing against No. 2, but No. 1 who should be 18 this year was a returned banished who first started his criminal career at the age of 15. He had been convicted six times before being banished for ten years in 1925, and had returned to the Colony once previously.

Charged also with being found in the Colony before the term for which he had been banished had expired, the first accused admitted the charge and exhibiting a deformed left hand, said that he was unable to do any work in the country and therefore was forced to return because he could not get a living.

The Magistrate said that if the accused could not do any work anywhere else, he could not do any work in Hong Kong also. His deformed hand made no difference at all.

Accused said that he was a native of Salkong, in the New Territories, where his parents were living. They could look after him in the Colony, whereas in the country there was nobody he knew with whom he could go and live.

The Magistrate passed sentence of 12 months' hard labour and 12 strokes of the birch, and remarked that no doubt at the end of his

GOLD COAST.

Claims Another Scientist.

BRITISH DOCTOR.

Third Victim of Yellow Fever Since September.

London, Yesterday. The West Coast of Africa has claimed a third notable victim of yellow fever since September in the person of Dr. William Alexander Young, director of medical research at the Institute, on the Gold Coast, who died at Accra.

His predecessors were Dr. Adrian Stokes and the Japanese bacteriologist, Dr. Hiyeo-Noguchi, a week ago. The opinion is expressed that Young was infected at the post mortem on Dr. Noguchi.—Reuter.

"REDS" IN FORMOSA.

BID FOR INDEPENDENCE IN THAT ISLAND.

NEWS TRICKLES OUT.

Tokyo, Yesterday.

The news embargo has been lifted from the so-called Formosan Communist intrigue. Details are scarce, but it seems that the police recently unearthed a plot of certain Formosan, Korean and Japanese Communists to establish an independent Formosa. A few leaders have been arrested, but the remainder are believed to have escaped to Shanghai.

It is reported that they are working in concert with Japanese Communists who escaped to Shanghai at the time of the Communist round up in March.—Reuter.

NEW GUINEA.

EXPEDITION TO EXPLORE WITH MONOPLANE.

SUGAR CANE SPECIES SOUGHT.

Sydney, Yesterday.

Mr. Peck, the airman, has arrived from New York with a monoplane in which he will explore the interior of New Guinea in search of a disease-resisting species of sugar-cane.

Mr. Peck, accompanied by Dr. Brandes, will sail on the "Montoro" on June 7 to Samarai, where they will join the other two members of the expedition, Dr. Swiet and Mr. C. R. Pemberton.—Reuter.

LABOUR MEETING.

42 STATES REPRESENTED AT GENEVA.

PRESIDENT ELECTED.

Geneva, Yesterday.

The eleventh general conference of the International Labour Organisation has been opened. Forty-two States are represented from fifty-five affiliated to the organisation.

Senor Saavedra Lamas, head of the Argentine Delegation, was elected President.—Reuter.

NEW TREATY.

SIGNED BY ITALY AND TURKEY.

Rome, Yesterday.

The Italo-Turkish Treaty of neutrality and arbitration has been signed.—Reuter.

term of imprisonment he would again be deported.

The case against the second accused was then proceeded with.

Know Nothing. He said that he did not know anything about the theft of the clothing and the umbrella. He had gone to sleep early and did not know what time No. 1 had come to share his bed. He also did not know how the umbrella came to be by his side.

The Magistrate said that he was not inclined to believe the statement of the other accused. A man with such a bad career was bound to attempt to get others in trouble with him.

After the second accused's mother had been called to testify to his good character, at home, and undertook to look after him more carefully in future, Col. Eaves decided to give the lad a chance and discharged him.

THE BALKANS.

More Anti-Italian Outbursts.

ROWDY STUDENTS.

Further Mob Demonstrations; Fixed-Bayonets Used.

Belgrade, Yesterday.

Despite the severe precautionary measures fresh anti-Italian demonstrations occurred at the end of the Parisian Company's performance in the National Theatre. The galleries, of the chiefly students, cheered for France and booed Italy.

The Foreign Minister, M. Marinkovitch, who was seated in a box with the French Minister, immediately left the theatre.

The demonstrators assembled outside but were dispersed by the police. There were several arrests.

Anti-Italian demonstrators at Sarajevo yesterday evening were dispersed by a charge of gas-darmes. Twenty-five arrests followed.

Anti-Fascist demonstrators were also dispersed by the police at Subotitz.

Belgrade university has been closed for three days.

Barricades in Belgrade. Anti-Italian demonstrations were renewed yesterday evening. The students erected barricades to impede the mounted police. Hoses were turned on the crowd in a vain effort to disperse them.

The students retaliated with a volley of missiles. The police then charged with fixed-bayonets and a wild riot ensued. The police opened fire and scattered the mob. The casualties are unknown.—Reuter.

8-HOUR DAY.

SUPPORT FROM TEXTILE WORKERS.

Ghent, Yesterday.

The International Textile Workers Congress has unanimously agreed in favour of a universal eight-hour day and the abolition of gang work. It has also telegraphed to the International Labour Bureau strongly supporting the Japanese proposal for an international enquiry concerning the conditions of textile workers. The Congress has empowered its Bureau to settle with trade unions in India as to the question of their affiliation in "view of the peculiar conditions ruling in India."—Reuter.

INDIAN RIOT.

BAKRI DISTURBANCE IN NORTH.

Delhi, Yesterday.

On the occasion of the celebration of the Mohammedan feast of Bakri Id a communal riot broke out in a village 30 miles from here. The police fired and two Hindus were killed and three wounded.—Reuter.

NATIVE GOODS.

NATIONALIST INDUSTRIAL POLICY.

Shanghai, To-day.

The Political Committee of the Nationalist Government has decided to abolish taxes on native-made goods so as to encourage local enterprise. The committee for the investigation of native goods has been formed.—"Wah Keung Po."

BULLOCK STOPS TRAIN.

Soon after 5 p.m. yesterday the down train ran into a bullock which had strayed on to the lines some distance beyond the Tai-po Station, practically opposite the 15th milestone. The animal was thrown violently against the embankment and was severely injured. Traffic Inspector Winyard of the Kowloon-Canton Railway immediately got into touch with the Tai-po police, and a European Sergeant proceeded to the spot and shot the suffering bullock.

"GASP WITH ENVY."

The C.J. on Some Surplus Profits.

REDUCTION OF CAPITAL.

Sassoon Family's Private Limited Company.

"It makes one gasp with envy," said Sir Henry Gollan, the Chief Justice, in the Supreme Court this morning.

Mr. Eldon Potter, K.C. (instructed by Messrs. Deacons) had been telling His Lordship about large surplus profits in the Sassoon family's estate.

The occasion was an application by the Hong Kong Trust Corporation, French-building, No. 5, Queen's-road Central, to the Court for permission to reduce the capital from 100,000,000 rupees to 60,000,000 rupees.

Too Much for Business.

Mr. Potter said that the company's surplus assets were so big that the original capital was no longer necessary. The company was registered in 1921.

In reply to His Lordship, Mr. Potter said that the company's real business was investment.

His Lordship: It is a trust company?—It is the Sassoon family's private limited company.

His Lordship: It is a private family company, then?—That is so, my lord.

Not "As Usual."

Continuing, Mr. Potter said that the company had a surplus of 40,000,000 rupees, "which cannot be dealt with profitably." Sanction was therefore sought for the return of 40,000,000 rupees to shareholders.

"It is not the usual ground for an application," said Mr. Potter, referring to instances of concerns having lost money. "It isn't," His Lordship observed, "it makes one gasp with envy."

Affidavits had been sworn by Mr. H. H. Priestley of Messrs. E. D. Sassoon & Co., who had been a director of the company for upwards of three years, by Mr. T. A. Martin, secretary of the company, and by Mr. R. A. Wadeson of Messrs. Deacons.

Creditors' Approval. All creditors of the company had written or cabled expressing approval. In fact, said Mr. Potter, a good many of the creditors were shareholders in the company.

On the point of using the words "(and reduced)" after the corporation's name, to comply with the Companies Ordinance, His Lordship fixed a period of two weeks (during which the words must be used). Mr. Potter explained that the period was immaterial as the company was not like an ordinary trading company.

EXTENSION OF TIME.

Messrs. Backhouse's Allotment of Shares.

Mr. H. G. Sheldon made an application on behalf of Messrs. J. H. Backhouse, Ltd., for extension of time for filing allotment of shares.

During January this year, by resolution of the directors of the company, 2,500 ordinary and 4,375 preference shares were allotted to three persons. The annual summary of the share capital was presented to the Registrar for filing, on the occasion of the annual meeting, and the Registrar refused on the ground that no allotment had been filed in respect of the shares referred to. The omission was accidental, due to inadvertence and misunderstanding of the law, states the affidavit.

Mr. Sheldon said that the company took all possible steps to bring the matter before the Court as soon as they had discovered the omission.

His Lordship granted an extension of seven days for the allotment to be filed.

FROM H.M.S. "SEPOY."

The Water Police have received a report from the Naval authorities of the theft of a machine-gun from H.M.S. "Sepoy," and not from H.M.S. "Wild Swan," as previously erroneously reported (not by the "China Mail").

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ENGLISHMAN, with good commercial connections, holding a number of first-class Agencies, thoroughly conversant with business, seeks position with reputable British or Chinese firm, salary and commission basis. Replies to Box No. 550, c/o "China Mail."

WANTED.—Compradore or Chinese Broker with capital for import business. Partnership considered right man. Replies to Box No. 551, c/o "China Mail."

WANTED.—Small furnished house or flat, Hong Kong side. Please state terms. Apply Box No. 549, c/o "China Mail."

HAIR WAVING.

MRS. BETEN (trained in Paris and late of Hong Kong Hotel) guarantees that her permanent waves revives faded hair leaving it soft and glossy. 2, Pratt's Building, Kowloon. For appointment phone, K. 945.

TUITION GIVEN.

PRIVATE LESSONS in English and French; violin and piano; stenography and typewriting. Easy conditions. Apply to G. Almau Villas, Kowloon.

MME. BARONELLI, ARTIST.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—51, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY (Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER (National Froebel Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

PUBLIC AUCTIONS.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on TUESDAY, the 5th day of June, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui in the Colony of Hong Kong, for a term of 75 years commencing from 1st July, 1923, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

Boundary Measurements	Area in Acres	Annual Rent	Upset Price
As per sale plan.	1.07	—	1,500



PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on TUESDAY, the 5th day of June, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mongkok in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

Boundary Measurements	Area in Acres	Annual Rent	Upset Price
As per sale plan.	1.05	—	1,500

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26a, Des Voeux Road C., Hong Kong.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, etc.
Our men are employed by the leading passenger lines. We guarantee satisfaction.
Please phone or call:—
K.661—No. 2, Saigon Street, Yau-mati or
C.2560—No. 36, Tung Man Street.

NOTICES.**TO WHOM IT MAY CONCERN.**

I, undersigned, Master of the British S.S. "Lancaster Castle" will not be responsible nor recognise any debts contracted by members of the crew.

G. W. LOWE.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 4th June.
Hong Kong, 31st May, 1923.

NOTICE.

AS from To-day's Date we have authorised Mr. HENRY WILLIAM MOON to act as Manager of our Insurance Department during the absence of Mr. FREDERICK CHARLES HALL.
JARDINE, MATHESON & CO., LTD.
Hong Kong, 31st May, 1923.

CHRISTIAN BROTHERS ALUMNI ASSOCIATION.
(St. Joseph's College.)

PAST Pupils and Friends of St. Joseph's College, Hong Kong, as well as past pupils of Colleges of the Christian Brothers elsewhere, are invited to attend a general meeting of the above Association at the College on TUESDAY, the 5th June, at 6 p.m.
Hong Kong, 31st May, 1923.

NOTICE.

I HAVE appointed Mr. G. A. H. POTTS as my attorney to act for and on my behalf under the style of ELLIS HAYIM, Share & General Broker as from 1st June, 1923.
ELLIS HAYIM.
Hong Kong, 28th May, 1923.

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hong Kong Hotel, Hong Kong on THURSDAY, 7th June, 1923, at 12 noon for the purpose of receiving the report of the Directors together with Statement of Accounts for the year ended 30th April, 1923. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2nd June to FRIDAY, 8th June, 1923, both days inclusive.
JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, 28th May, 1923.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 20th June, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 18th June to 4th July, 1923, both days inclusive.
By Order of the Board,
JARDINE, MATHESON & CO., LTD., General Managers.
Hong Kong, 29th May, 1923.

MACAO RACES. MACAO RACES. MACAO RACES.

Ninth Extra Race Meeting.
SUNDAY, 3rd June, 1923.
First Race 1.30 p.m.

Public Enclosure 40 cents.
Members' Enclosure \$1.00
RACE STEAMERS:
Hong Kong to Macao
SUI AN 8.30 a.m.
TAISHAN 9.30 a.m.
Macao to Hong Kong
SUI AN 8.30 p.m.
TAISHAN 9.30 p.m.
By Order,
S. W. CHENG, Secretary.

MADAME TUSSAUD'S.

VISITORS PLEASED WITH THEMSELVES IN WAX.
THE NEW PREMISES.

An even more terrifying Chamber of Horrors has risen from the charred remains of the famous Madame Tussaud's, which was destroyed by fire in 1925. Madame Tussaud's has reappeared, in many ways, in a form more suited to modern taste; but the French guillotine, the prison treadmill, and all the eerie relics that made people shudder fifty years ago are still there, says the London "Morning Post." Wax figures still tempt the visitors with programmes at the entrance to the main hall. They, too, have become modernised—neat, bobbed-hair girls in becoming blue uniforms. Men remove their hats politely before discovering that young Mr. Tussaud has carried on the family joke and that the girls are beautiful, but mute, and their programmes are stuck to their finger tips with glue.

But the House of Tussaud has changed much. It now includes a super-cinema, where persons apt to become morbid after an hour in the Chamber of Horrors may be brought back to laughter by the art of Harold Lloyd or Charlie Chaplin.

The Duke of Wellington and Napoleon have had the dust rubbed off their shoulders, and are once again in their proper places. Although Messrs. John and Bernard Tussaud do not claim to have the same "witchery" in the tips of their supple fingers as the original Madame Tussaud, they have continued the good work, and Mussolini now glares across the room at Sir James Barrie and Mr. H. G. Wells.

Strong Men.
Mussolini provided some difficulty, and one of the sculptors said recently, "these strong men are difficult to do since there is so much more in them than can be caught in a portrait."

The Grand Hall, between a large restaurant and a monumental staircase, is the most modern part of the exhibition. Here are the figures of statesmen who became famous between 1914 and 1918—Colonial Premiers, the Royal Family, and a literary corner.

Several people inspected the wax models of themselves and appeared well satisfied. Downstairs, in the vault, is the Chamber of Horrors. It is guarded by a burly commissioner, who explained that he knew a lot about the figures and that he had spent several years in prison. "In prison?" I asked. "Yes," he answered, "as a warder at Wormwood Scrubs—but we worked a lot harder than the prisoners."

Charles Peace is still there, and so is Dr. Crippen, and the corners' den looks as dreadful as ever. Landru, Bywaters, Mrs. Thompson, and Aquilar are dread figures in the dim light.

IRATE BISHOP.

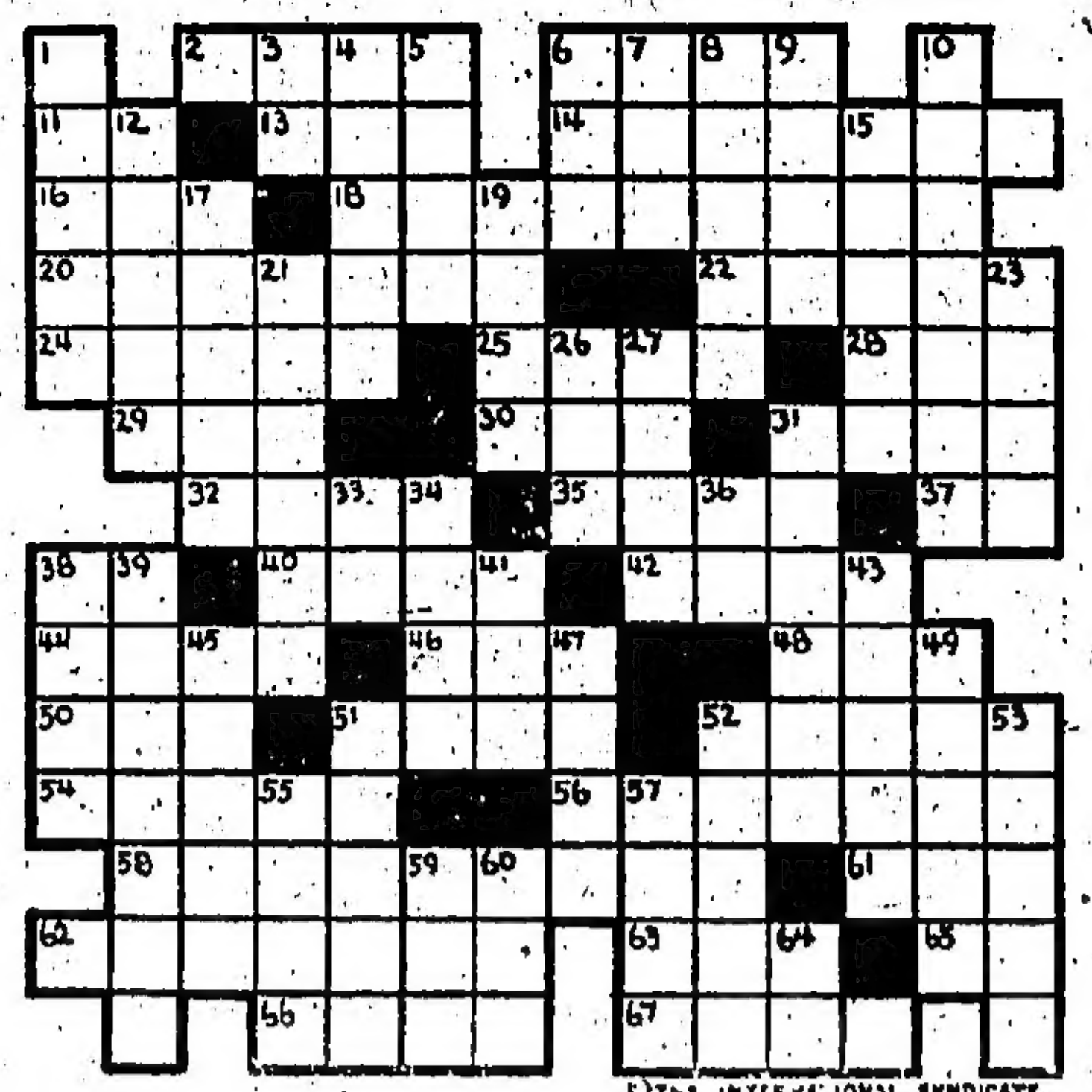
RUMPS OVER GARDENER'S LICENCE RENEWAL.

Bishop Gerard Trower, now rector of Chale, but for many years Bishop of North-West Australia, was fined £2 at Newport, Isle of Wight, for keeping a gardener without a licence. A police-constable stated that when he called on the bishop on Feb. 17 he said that he had renewed his licence as he only came to England last July, after which he took out a licence, paying 15s. which should last till June this year. The constable told him the licence expired on Dec. 31, whereupon he said that, on principle, he refused to pay except under protest, adding that it was a swindle, as he paid for a licence for one year and had only employed the gardener for seven months.

When the County Council notified him that they were prepared to stay proceedings provided he paid a compromise fine and renewed the licence within ten days, he stated that he was writing to Somerset House or Whitehall to find out whether Council's action was legal. The Council replied that he was under a misapprehension, that their action was legal, and they were acting very leniently in giving him an opportunity of paying a small compromise fine of 10s. before the summons was issued. The bishop then intimated to them that he had renewed the licence, and that, as he had lived out of England for more than thirty years, it was not surprising if he was not acquainted with "the petty regulations." The bishop, in court, said that he did not think he had any case to answer, as he had obtained a new licence, and the proceedings suggested "a taste for the methods of blackmail." The chairman said it was a clear case for conviction.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
2-Insects	48-Lid	15-Four-toed diving
6-Domestic fowls	50-Australian bird	17-Scot
11-For example (Latin abbr.)	51-Father	19-Act
13-For	52-Pigeons	21-Lower
14-A fruit (pl.)	53-Accurate	22-Astral body
16-Has hair	55-Heat again	24-Promise
18-Attempt	57-Beam	27-Entry in an account
20-Capacity of a vessel	62-Self-possessed	31-Famous Greek
22-Encourages	63-Part of auto engine	33-Each (abbr.)
24-Icy rain	65-National League (abbr.)	34-Desert dweller
25-Wrong-doing	66-Appeal	36-Concerning
28-Part of a bridge	67-Discharge	38-At that time
29-A collection		39-Repentance
30-Point		41-Point of a pen
31-River in N. W. Russia		43-Linger about
32-South American bird		45-Tricks
35-Form of verb "to be"		47-Trial of speed
37-Suffix meaning agent		49-A nut
38-Former president of U. S. (Initials)		51-Idolize
40-Win		53-Ravine
42-To entangle		55-Form
44-Sir (Ger.)		56-Medieval shields
46-Melody		57-One time
		59-Born
		60-Verbi Dei Minister (abbr.)
		64-Musical syllable

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (alterbeds)	297
Mainland.	Feet.
Tai-mo-shan	3124
Kowloon Peak	1971

YESTERDAY'S SOLUTION.

TACT	THOSE	SWIM
U.A.A.	OUTER	PAO
BIPANE	CAPITAL	
STILL	SET	ANTRE
TYPE	SPCL	
THO	SYNAHA	ELL
ROLL	ERLE	ASTA
AL	GARE	PANS
CLAD	TREED	ICES
TIR	TWO	DIS
TREY	NORME	
BRICK	HIS	MOPES
ESSENCE	TAPLOCA	
A TS	ORGAN	LTAL
MEET	MERRY	SEND

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DOING it now?
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ABOUT how much is
IT?

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M/V "ROMOLO" Sails hence on or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
M/V "REMO" Sails hence on or about 2nd June.
M/V "VIMINALE" Sails hence on or about 26th June.
M/V "ESQUILINO" Sails hence on or about 24th July.

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TENYO MARU Tuesday, 12th June.
KOREA MARU (Calls at Keelung) Tuesday, 26th June.
LONDON via Singapore, Suez, Marseilles & Ports.
HAKUSAN MARU Saturday, 2nd June.
KITANO MARU Saturday, 16th June.
HARUNA MARU Saturday, 30th June.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 20th June.
AKI MARU Wednesday, 25th July.
BOMBAY via Singapore, Penang, & Colombo.
SADO MARU Monday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUYO MARU Thursday, 31st May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Saturday, 9th June.
NEW YORK and/or BOSTON via PANAMA.
KUMA MARU Monday, 11th June.
ASUKA MARU Saturday, 16th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DAKAR MARU Monday, 11th June.
CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Sunday, 10th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 22nd June.
SHANGHAI, KOBE & YOKOHAMA.
MALACCA MARU (Moji direct) Thursday, 7th June.
KATORI MARU Monday, 11th June.
DELAGOA MARU Thursday, 14th June.
†Cargo only.

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Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.
ANDES MARU Sunday, 3rd June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.
MANILA MARU Saturday, 30th June.
BOMBAY—via Singapore and Colombo.
CELEBES MARU Sunday, 3rd June.
TACOMA MARU Thursday, 21st June.
INDUS MARU Thursday, 21st June.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—via Singapore and Colombo.
CHICAGO MARU Friday, 1st June.
CALCUTTA—via Singapore, Penang and Rangoon.
SEBUNKO MARU Thursday, 5th July.
SEATTLE MARU Wednesday, 25th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and
Japan ports.
AFRICA MARU (From Shanghai) Thursday, 31st May.
ARIZONA MARU Monday, 11th June.
HAPPOONG—via HOIOW & FAKHOI Friday, 8th June 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.
HAYANA MARU Middle of June.
JAPAN PORTS.
ATLAS MARU Tuesday, 5th June.
SOURABAYA MARU Friday, 8th June.
KEELUNG—via SWATOW & AMOY Sunday, 3rd June Noon.
KISHU MARU Sunday, 10th June noon.
TAKAO—via SWATOW & AMOY Thursday, 31st June 10 a.m.
TAKAO & KEELUNG Thursday, 31st June.
SOURABAYA MARU Friday, 8th June.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4685, 4689, 4694. M. TAKEUCHI, Manager.

**SHIPPING SECTION.****PETROL SHIPS.**

THAMESHAVEN STORAGE CAPACITY.

DIRECTOR'S EVIDENCE.

London.—When the inquiry was resumed into the proposed relaxation of the Port of London Authority's by-laws in order to permit oil tankers to come as far up the river for landing cargoes as Purfleet (instead of Thameshaven, as at present), further evidence was given in opposition to the scheme.

Mr. T. C. Burgess, joint managing director of the Thameshaven Oil Wharves, Limited, the first witness, was examined by Mr. Anfield.

With the aid of a huge wall map he described the scope and extent of his company's undertaking, which, he said, consisted of a vast number of enormous tanks, specially and separately constructed in a series of groups several hundred yards apart, with each tank from 200 to 300 feet away from its nearest neighbour. The total result was that they had storage capacity for 215 million gallons, which might be roughly expressed as 1,070,000 tons.

In 1904 the total landed by the company, said Mr. Burgess, was 7,000 tons. In 1926 they landed well over one million tons, including benzol. The total landing by the Shell Company was just over 400,000 tons. This included a small quantity obtained from low flash crude oil after landing.

The companies which were supporting the new bye-laws, including the Anglo-American and the British Petroleum Companies, landed a total of 335,678 tons.

Dangers at Purfleet.

There were certain other neutral companies which together landed 162,000 tons. During 1927 the highest amount stored at any one period at Thameshaven was 444,703 tons. There was, therefore, storage for practically double what was at any one time being used at present, and they also had four hundred acres of land not yet brought into use. They were connected at many points with the L.M.S. Railway, and had a total of five miles of sidings. On the river they had two and a quarter miles of front with seven wharves, at five of which the largest tankers afloat could lie up at any state of the tide.

With regard to the land business they had capacity for loading road waggons at the rate of fourteen per twenty minutes. The roads to Thameshaven had been very greatly improved in recent years, and there were ferro-concrete roads now built across the marshes and through the company's property. He thought the trade was properly and adequately catered for, both in regard to safety and facility at Thameshaven, and there was ample room for any development.

These facilities were at the disposal of all responsible companies, as an instance of which he said the Anglo-American Company had a call upon the Thameshaven Company of storage for 100,000 tons, but only paid for what they used.

They had never yet utilised to the full the storage on which they had a call. To construct new storage for that quantity would cost at least £300,000. No company could do their work as cheaply for themselves as it could be done for them by his company, having regard to the capital outlay that would be involved. The public could not be facilitated to any appreciable extent by the proposal to establish an ocean depot at Purfleet, because at the outside it was only twelve miles nearer London than was Thameshaven.

Dangers of Configuration.
Mr. Burgess spoke of the dangers that were necessarily present in the handling of oil cargoes, and said these would be increased considerably at Purfleet, where there would be all sorts of craft passing close to the tankers. The port regulations forbade any other craft coming within one hundred feet of vessels loaded with oil spirit, but infringements would be certain to take place, and sparks from Thames tugs and barges with galley fires might easily cause a conflagration. At Thameshaven the unloading was far from the fairway.

Cross-examined by Mr. H. P. Macmillan, K.C., witness said he did not put forward the suggestion that his company should be left in possession of the whole of this trade, but he did say that it should be confined to a district in conformity with the regulations. It was true his company were well established and had every facility which could be used to the advantage of the public with safety. The greatly increased importation in recent years increased a risk that was always present. If other

companies desired to do so they could establish themselves outside the limits, as his company had done.

Mr. Burgess said last year there were in all 2,809 barge journeys with petrol from Thameshaven to Purfleet and beyond. If the regulations were relaxed he did not anticipate any appreciable diminution in the number of such barge journeys, except that there would be no need for barges to Purfleet.

At present self-propelled barges were permitted to go as far up the Thames as they cared to, with a cargo up to 500 tons. They could still do that if the ships went to Purfleet.

Mr. Macmillan.—Is not your real apprehension that if the by-laws are relaxed you will be deprived of your unique position down here?—I have no such apprehension at all.

In your view would these proposed alterations affect your business at all?—Possibly. Injurious?—Well, it would not affect it in any other way.

Then is the motive of your opposition to the proposed alterations that it might affect your business position injuriously?—I do not think so at all.

Then what is your objection?—My objection is that it will be injurious to the trade at large, and also to other traders. It would only need one accident to cause such an effect that restrictions would be demanded that would adversely affect the trade.

But you would be beyond such restriction down there, beyond such restriction down there, beyond such restriction down there?—That is not the only question.

Risks Insured.

Answering Sir Lynden Macassey, K.C., Mr. Burgess said he was chairman of the River Insurance Company. It was so named by himself, and did not undertake river risks.

Sir Lynden.—What risks does it insure?—Nothing at all that arises at this inquiry.

Well, tell us what risks it insures. Any part of Thameshaven?—Yes, part of the premises of the Thameshaven Wharf Co., Ltd., and of the London Oil Storage Company.

Answering further questions, witness agreed that the whole of the shares in the insurance company were held by the two storage companies named, and it did no business outside them. He agreed that the regulations of the P.L.A. were very stringent, but no regulation was impossible of violation. There were stringent rules against smoking and possession of matches by anyone on the premises or on ships, but precaution was necessary occasionally because of breaches of that regulation. There had been two such prosecutions since this inquiry had started.

Answering Professor Brame, one of the Commissioners, Mr. Burgess said, they never permitted petrol to be put direct from a tanker into a barge. Every regulation they had was founded primarily on safety. If there was a barge alongside an oilship taking petrol direct, they would want a tug to take the barge away. There was a risk in that. "We have even prevented the harbour master coming alongside a tanker during unloading."

Professor Brame: So that when a tanker comes into your wharves and a portion of her cargo has to go higher up the river and barges have to be used, it has first to be put into your tanks and then back to the barge?—Yes.

Mr. Burgess's evidence was concluded and the inquiry was adjourned.

MOVEMENT OF STEAMERS.

The C.P.S. R.M.S. "Empress of Canada" arrived at Kobe yesterday at 7 a.m., left Kobe yesterday at 5 p.m., and is due at Shanghai tomorrow at noon.

The B.L. s.s. "Takliwa" will leave Amoy for this port to-day and is due here to-morrow.

The Ben Line s.s. "Benlomond" from Leith, Middlesbrough, Antwerp, London and Straits left Singapore for this port on May 29, and is due to arrive here on May 3.

The P. & O. s.s. "Jeyapore" left Shanghai for this port on May 29 at 1.30 p.m., with the Mails, and is due here on June 2 at about 5 a.m.

The C.P.S. R.M.S. "Empress of Canada" arrived at Yokohama on May 28 at 9 p.m., left Yokohama on May 29 at 8 a.m., and is due at Hong Kong on June 4. She will sail for Manila on June 5 at 5 p.m.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

The M/V "Delhi" (Swedish East Asiatic Co., Ltd.), left Hamburg on May 13, and is due here on or about June 17.

KING'S BIRTHDAY.**EXCURSION TRIPS TO MACAO.**

On June 3 (King's Birthday) and June 4 (Public Holiday), the Hong Kong, Canton and Macao Steamboat Company will run special excursion trips to Macao, where a race meeting is to be held on Sunday, June 3. Special meals, at popular prices, on board the excursion boats have been arranged by the Company.

The times for the excursion trips are as follows:

Sunday, June 3.
HONG KONG TO MACAO.
8.30 a.m. "Sui An."
9.30 a.m. "Talehan."
MACAO TO HONG KONG.
3.30 p.m. "Sui An."
6.30 p.m. "Talehan."
Monday, June 4.
HONG KONG TO MACAO.
9.00 a.m. "Sui An."
2.00 p.m. "Sui Tal."
MACAO TO HONG KONG.
8.00 a.m. "Sui Tal."
3.30 p.m. "Sui An."
Note:—
s.s. "Talehan" will sail from and return to Hong Kong Wharf.
s.s. "Sui An" will sail from and return to Wing Lok Wharf.

MERSEY DOCKS.**COST OF REFUSING A PILOT.**

At a meeting of the Mersey Docks and Harbour Board, over which Mr. R. D. Holt presided, a report was considered of a case in which the master of a vessel was fined £20 and costs by the Liverpool Stipendiary Magistrate for navigating his ship inwards after a licensed pilot had offered to take charge of the ship.

The solicitor reported that the summons which was issued against the master of the "Konistan" for having, on March 31, 1928, navigated his ship inwards in the Liverpool Pilotage District (in which pilotage is compulsory) after a licensed pilot had offered to take charge of the ship, contrary to the provisions of Section 1 (2) of the Pilotage Act, 1913, was heard at the Liverpool City Police Court before the Stipendiary Magistrate, who imposed a fine of £20 together with the Court interpreter's fee and £1 16s. witnesses' expenses.

The Board approved the action of the Docks and Quays Committee in connection with a suggestion from the Town Clerk of Bootle to the effect that in order to secure improved fire protection the fire reel station at the berth end, west side, of Langton Dock should be closed. In substitution the Town Clerk suggested there should be a public fire alarm call box in direct communication with the Central fire station, similar to other alarms on the dock estate. Reports were read on the matter, and the committee recommended the approval of the suggestion.

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EMPRESS OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPRESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF ASIA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF CANADA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF RUSSIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24

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June 20	June 28	June 29	July 1

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S.S. "CITY OF TOKIO" Havre, London, Rotterdam & Hamburg 25th July.

BOSTON, NEW YORK & BALTIMORE..... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NEWCASTLE" via Suez Canal 12th June.
S.S. "CITY OF OSAKA" via Suez Canal 13th July.
S.S. "CITY OF EVANSVILLE" via Suez Canal 10th August.

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JEFFREY	5,918	2nd June	Straits, Ldon, A'werp, R'dam & H'burg
BELTA	8,097	9th June	Bombay, Marseilles, Ldon & A'werp
RANPURA	25,601	23rd June	Bombay, Marseilles & London.
MIRZAPUR	6,716	26th June	Straits & Bombay.
NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KRYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALBANDI	16,619	21st July	Bombay, Marseilles & London.
INANKIN	7,068	28th July	Straits, Ldon, A'werp, R'dam & H'burg
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,588	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,588	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

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SANTHA	7,764	11th June	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	29th June	
ARAFURA	6,000	3rd Aug.	

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The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TILAWA	10,006	1st June	Amoy, Shanghai, Moji, Kobe & Osaka.
NANKIN	7,068	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe & Yokohama.
KRYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama.
TAKADA	8,949	9th June	Amoy, Moji, Kobe & Osaka.
TALAWA	8,018	12th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	22nd June	Shanghai, Taichang, Wei Hai Wei, Kobe & Yokohama.
NELLORE	6,853	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,588	20th July	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Shanghai, Moji, Kobe, Osaka & Yokohama.
NALDERA	16,588	17th Aug.	Shanghai.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

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AND

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SAILINGS FROM HONG KONG.

S.S. ADARSTU	Via Suez Canal	4th June
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	12th June
S.S. "HELENUS"	Via Suez Canal	20th June
S.S. "CITY OF OSAKA"	Via Suez Canal	12th July
S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to—

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BANK'S INDEMNITY.

NO SUBSTITUTE FOR BILL OF LADING.

COURT OF APPEAL CASE.

Alteration was made by the Court of Appeal in Mr. Justice Roche's judgment in the bank indemnity case of Hannam and another against Mr. H. F. C. App, owner of the steamship "Hans App."

The shipowner had appealed from the judgment, which found him in the transaction which occurred with the bill of lading, and the bank's indemnity, in effect, liable for \$7,000 for conversion of a part cargo of turpentine, and the judge further held that he was entitled under the indemnity to recover from the third party bank which gave the indemnity, the National Provincial Bank, Ltd. Mr. Justice Roche had found that he delivered the goods without the bill of lading. Mr. F. B. Hannam and Mr. A. A. Savill, the bill of lading holders, were plaintiffs, and had traded as Gerald Quin, Cope and Co., and half-way through the trial the National City Bank of New York were added as plaintiffs. It was in their favour that Mr. Justice Roche's judgment was entered.

With One Exception.

That part of the judgment the Court of Appeal altered, Lord Justice Scrutton saying the National City Bank had been paid in full. Judgment was entered by the Appeal Court in favour of the plaintiffs, who were partners in Gerald Quin, Cope and Co., that in favour of the National City Bank of New York was reduced to a shilling, but with that exception the shipowners' appeal was dismissed.

Less than half of a cargo of 1,870 barrels of turpentine was in question, shipped by the Florida Naval Export Co. to Farnam and Co., who, with other consignees, had turpentine delivered to the Thames Oil Wharf Co., Ltd., for storage in bulk. The financing at either end was done by the National City Bank of New York, Ltd., and Gerald Quin, Cope and Co. (Mr. Hannam and Mr. Savill). Delivery was said to have been on a banker's indemnity of the National Provincial Bank before the bills of lading were presented and, therefore, the National Provincial Bank was joined as third parties. The plaintiffs said they advanced \$5,828 on the bills of lading for 700 barrels, and the shipowner contended that he was under no liability as he eventually came to hold the bills of lading, and the National Provincial Bank said they were released from liability as they had received back the letter of indemnity marked with instructions to cancel.

Bills Discounted.

Lord Justice Scrutton said that Farnam and Co., the consignees, was managed at the material time by a Mr. Killick, and the sale was on c.i.f. terms. The shippers drew bills of exchange for the price and discounted them to the National City Bank of New York, who, as added plaintiffs, received the judgment for \$6,700. Farnam were financed by Messrs. Gerald Quin, Cope and Co., who paid the bills accepted by Farnam and Co., received the bills of lading and sent them to the Thames Oil Wharf, telling them to take delivery of the oil and put a stop on it till they (Gerald Quin, Cope and Co.) were paid their advance to Farnam and Co., and had ordered its release. That proceeding was followed as to 850 barrels, and as to 50 there was no dispute. The question arose over the remaining 700 barrels. As to these, before the bills of lading came forward, Farnam and Co. requested the ship's agents to deliver on an indemnity of the National Provincial Bank. The ship's agents (Messrs. Brown, Jenkinson and Co.) were satisfied of the indemnity, and delivery was made.

"Sooner Altered the Better."

Lord Justice Scrutton made the comment that if that was the ordinary course of business, the sooner it was altered the better. It was to be pointed out that Farnam and Co. had no property in the goods and could not get the bills of lading until they paid for the turpentine. The ship's agents were in effect ordering delivery to Farnam and Co. of goods which belonged to somebody else.

About three weeks after the ship's arrival the turpentine having been placed in tanks in the common stock, Gerald Quin, Cope and Co. paid for the bills of exchange and sent the bills of lading to the wharf, and the wharf arranged the return of the letter of indemnity. But the wharf did not hold Gerald Quin, Cope and Co.; it delivered 700 barrels to the order of Farnam and Co., so that on the failure of Farnam and Co. they had none of the turpentine which they should have been holding for Gerald Quin, Cope and Co. There was Lord Justice Scrutton said, a conversion, in his view, when two days after the ship's arrival the ship's agents gave a delivery order to

Farnam and Co. without production of the bills of lading.

Delivery Not Made Out.

Lord Justice Scrutton further said that he could not see that the ship had made out that delivery was given to the Thames Oil Wharf Co. as agents of Gerald Quin, Cope and Co. It could not be said that delivery was given to the agents of Gerald Quin, Cope and Co., so as to defeat their claim for conversion.

The alteration already indicated in the judgment of the court below was then made, judgment for \$7,000 being entered for the plaintiff partners in Gerald Quin, Cope and Co., and for the National City Bank of New York for a shilling.

PASSENGER LISTS.

DEPARTURES.

Passengers left Hong Kong by the "Empress of Asia," for Vancouver, via Shanghai and Japan ports, yesterday were:—

Mrs. C. A. Allsod, Mstr. A. Allsod, Mr. C. D. Alcott, Mr. Ah Chiong, Miss Ah Yick, Mr. J. W. Alabaster, Mr. H. Blabjerg, Mr. B. D. F. Belth, Mr. H. Birkett, Mr. D. Baudin, Mr. and Mrs. T. Carpio, Mr. Chan Did, Mr. Chung Shun-sang, Mrs. T. H. Cormack, Mr. Chiu Shiu-chow, Mrs. F. R. de Chofre, Miss N. de Chofre, Mr. Chan Siu-ting, Mr. James Chung, Miss L. Chung, Mr. and Mrs. C. M. Chu, Miss K. C. Chu, Mstr. Y. C. Mr. Choy Wing-cho, Mr. and Mrs. Cheng Young, Mrs. Chang Young, Mr. S. K. Chun, Mr. Chan Ping-sang, Mr. Chow Tung-sang, Mr. and Mrs. J. Chan, Mr. and Mrs. Chu Sop-yet, Mr. and Mrs. T. Chau, Mrs. T. S. Chan, Mr. and Mrs. Chan Kam-yen, Mrs. Chow Chan-shi, Miss U. Chow, Mr. P. T. Carey, Mr. F. Cowherd, Mr. J. J. Coromina, Mr. A. E. Cooper, Mr. and Mrs. R. D. Craig, Miss K. M. Campbell, Mr. and Mrs. J. W. Campbell, Capt. W. Davidson, Mr. and Mrs. R. V. Fernandez, Rev. D. Finn, Mr. L. Forster, Mr. C. A. Gunn, Mr. R. Greenwood, Mr. J. M. Grey, Mr. E. Hunt, Mr. K. Hora, Mr. S. L. Ilvobin, Mr. and Mrs. D. D. Heath, Mr. and Mrs. R. Hayles, Mr. H. G. Nahn, Miss G. E. Johns, Hon. and Mrs. C. A. Johns, the Misses Johns, Mr. and Mrs. H. Katami, Mrs. K. A. K. Kikon, Mr. Kwan Ho-tong, Mr. Kwok Sui-tong, Mr. C. B. Kinney, Mr. Kwan Kwok-chu, Mr. S. W. Ko, Mrs. Kwaa Fong, Mrs. Kok Ng, Mrs. Kam Ma, Mr. Kwan Sing-che, Mr. Lim She-yue, Mr. K. N. Leong, Mr. Lee Oy-see, Miss C. N. Laird, Mrs. Liu She, Mrs. Lum Chuen, Mr. Lee She-wen, Mr. and Mrs. Lam Ping-yam, Mr. Lee Sai-chuen, Mr. Lam Yee-shan, Miss Woo Sau-han, Miss Loo Sau-har, Mr. and Mrs. Lau Chung, Mr. Lam Wan, Mr. Lan Sui-hop, Mr. Elle Levy, Mr. Lau Che-ting, Mr. Peter Lam, Mr. and Mrs. T. Lin, Mr. and Mrs. Lam Wai-shun, Mr. Lee Pak-wah, Mr. and Mrs. R. F. Loronghap, Mr. and Mrs. E. Lock, Mr. and Mrs. L. G. Lock, Mr. Y. Y. Lee, Mr. L. A. Levensaler, Mr. Y. J. Mok, Mrs. G. W. Marshall, Mrs. Mok She, Mrs. Mok Sau-tong, Mstr. Mok To, Mr. G. E. Munro, Mr. A. A. Marr, Mr. C. G. S. Mackie, Miss M. Manuk, Dr. and Mrs. W. B. McClure, Miss V. McClure, Miss M. MacKay, Dr. and Mrs. C. J. Margeson, Sister Mary of the Rosary, Mr. F. Y. Matias, Miss S. D. Mellon, Mr. Paul C. Melrose, Mrs. N. K. Nevis, Mr. Ng Ho, Mr. Ng Shi-yuk and infant, Capt. G. E. Noakes, Mr. W. A. Nowers, Mr. O. Ossario, Mr. Oy Young Shue-tim, Mr. E. Perpetuo, Mr. and Mrs. Siu Ping-sheung, Mr. N. W. Peach, Mrs. M. Purchase, Misses Purchase (3), Mr. A. W. Palmer, Mr. H. W. Page, Mr. Quan Pak, Mr. V. Hivivar, Mrs. J. de Ros and family, Miss J. Remedios, Miss N. Rocha, Miss J. Rubin, Mr. A. W. Robertson, Mr. and Mrs. A. P. Reinstein, Mr. Shangh Yeh-wing, Mr. Soo Fat-ting, Mr. Sit Ying-yung, Miss Sai Yew, Mr. San He-man, Mr. and Mrs. S. H. Hsu, Dr. H. S. Slaughter, Mr. and Mrs. She Poon-che, Mr. Sun Bing-chong, Mrs. J. Shi, Mr. Soo Chih-cha, Mr. Siu Ho-ata, Mr. S. Shioli, Mr. E. Stone, Mr. C. E. Steimetz, Mr. H. R. Sturt, Major and Mrs. F. A. Scovill, Miss B. Thompson, Mr. Tee Sing-tung, Mr. Y. H. Tsao, Mr. Tien Kwan-kuk, Mrs. Tang She, Mr. Tang She-hock, Mr. Tam Tat, Madame Y. C. Tong, Mr. A. G. Tat, Mr. E. Des Voeux, Mr. G. Vickers, Mrs. Wong Ng-she, Mr. E. B. Willis, Miss S. N. Woo, Mr. H. O. Wilbur, Mrs. Wong Yuet-kok, Mr. Wong Cheung-ping, Mr. Wong Chee-nam, Mr. K. Y. Wong, Mrs. D. Ward-Smith, Mr. W. E. Watmough, Mr. and Mrs. J. W. Wright, Mr. and Mrs. Wm. Wetherpoon, Mr. C. S. Wong, Mrs. H. Woods, Miss A. Woods, Miss D. Woods, Mr. H. P. White, Miss Yip Kwai-ching, Miss Yip Chung-cheung, Miss Yip Lan-fan, Mr. Yui Yung-ching, Mr. Young Sam, Mr. Yip Wing-on, Mrs. Young Ping-sam, Miss Young Ah-choi, Mr. and Mrs. Yam Shu-lung, Mr. Yam Shu-tung, Mr. Yim Hing-jan, Mr. and Mrs. Young Ah-pung.

CONSIGNEES' NOTICE.

Consignees of Cargo ex M.V. "Benyovitch" are reminded to take delivery of their goods, which will be subject to rent after June 1.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.
From MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st June, 1928, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 1st June, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 25th May, 1928.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Motor Vessel

"VIMINALE"

From Trieste, Venice, Brindisi, Port Said, Massana, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 25th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 10th June or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 25th May, 1928.

A shrewd swindle was perpetrated on the United Tobacco Stores, Shanghai. They received a message, purporting to come from a prominent bank, ordering 1,000 cigarettes. At the entrance to the bank, their messenger was met by a suave Chinese who led him to an adjoining building, took the cigarettes from him, and bade him wait while he procured the money from upstairs. So far as the coolie is aware, the swindler has yet to come down, and but for the fact that the trick finally dawned upon the coolie, the latter might be waiting yet.



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Pres. Madison June 5th 6 p.m.
Pres. Jackson June 19th 6 p.m.
Pres. Pierce June 3rd 6 p.m.

To Manila
Pres. Van Buren June 3rd 8 a.m.
Pres. Hayes June 17th 8 a.m.
Pres. Jackson June 19th 6 p.m.
Pres. Taft June 23rd 6 p.m.

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" (Half)95 "
D. F. BACON by the piece65 "
" sliced75 "
CUMBERLAND BACON by the piece	.85 "
" sliced95 "

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HATS.
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BIRTH.

COOPER.—On May 31, 1928, to
Shirley, wife of Harry Cooper,
at Matilda Hospital, Hong
Kong, a son.

ENGAGEMENT.

The engagement is announced of
Mr. F. Hill of the Export Import
Bank Co., Ltd. son of Mr. & Mrs.
M. Hill of Grosschedorf
(Germany) to Miss Hilda Beatrice
Komor, daughter of Mr. S. Komor
of Messrs. Komor & Komor, Hong
Kong.

Hong Kong, Thursday, May 31, 1928.

THE BALKANS' FERMENT.

Quite recently in this column
we commented upon the state
of affairs in Roumania which
seemed to point to another of
those periodical outbursts for
which the Balkan States have for
long held an unenviable notoriety.
That affair, notwithstanding the
machinations of ex-Crown Prince
Carol and those using him to fur-
ther their political ambitions,
frittered out harmlessly, but very
soon afterwards rumblings were
heard of a recurrence of the racial
animosities that seem to be deep-
rooted between the natives of
Yugo-Slavia and the Italians in
that part of Europe. This, of
course, meant more trouble in the
Balkans, and at the present mo-
ment the unhappy affair seems to
have come to a head. So serious
has it been that Italy went so far
as to send what was virtually an
ultimatum which, happily for all
concerned and possibly for the
rest of Europe, was speedily
complied with without demur.
That the Italians feel the matter
very keenly is evident by the de-
monstrations that have been held

in several Italian cities, and in
which scuffles between the car-
abinieri and the mob have not ended
without more or less severe blows
being exchanged.

So far as one can gather from
the few facts that are allowed to
appear in print apart from the
meagre reports of the actual
animosities in Belgrade and other
Yugo-Slovakian cities and the de-
monstrations that have taken
place in Italy, the trouble is prac-
tically racial, the Latin tempera-
ment of the Italians finding it
practically impossible to get along
with the Slavonic outlook of the
natives of Yugo-Slovakia. The
most unfortunate aspect of the
affair, so far as one can judge, is
that while the Yugo-Slovakians
hold the reigns of office, the many
Italians in their midst hold much
of the power by virtue of the
big economic stake which they
hold in the country. Equally
deplorable is it that while
the people of both countries
realise that only by the cultiva-
tion of the most friendly of atti-
tudes towards each other is there
the slightest possibility of these
recurring Balkans' bickerings
coming at least to an occasional
stop, neither seems in the slight-
est degree inclined to do so. Hence
the seemingly perpetual nature of
the feud, for feud it seems rapid-
ly to be developing into. It is all
sadly lacking in that broad-
mindedness which most people
fondly hoped would characterise
international relations with the
advent of brighter conditions com-
ing to Europe once matters fell
into the more or less normal. But
practically ten years have passed
since, with the signing of the
Armistice, we allowed ourselves
the satisfaction of dwelling upon
such a pleasing possibility. Signor
Mussolini, to our way of
thinking, could not perform a
finer piece of constructive politics
than by setting about to right in
the Balkans what is so obviously
wrong.

For unquestionably, unless
something is done—and done
soon—to put an effective check
upon such unseemly bickerings
one must conclude that there
must come a time when the mat-
ter must be put to the arbitra-
ment of war. If only the chief
wranglers in the wretched affair
could confine it to themselves and
keep it within their own com-
paratively insignificant sphere of
influence one would not need to
make special reference to the
Balkans' perpetual ferment; but
it is certain, as was the case at
the outbreak of the World War,
(and we cannot forget that its
actual outbreak did take place in

that wretched part of Europe,
even though its origin was hatch-
ed elsewhere)—that the two main
participants will attract to their
cause various other countries and,
very probably, set ablaze once
more a world-wide conflict.
Happily, we have the horrors of
what then happened to cause all
nations to be much more wary
than they were, and it will have to
be a very black outlook in the
Balkans that will cause any coun-
try to participate in any general
outbreak.

ON TENANCIES.

THE LAW OF MORTGAGED
PROPERTY.

POSITIONS EXPLAINED.

The law on tenancies, in regard
to mortgaged property, was dealt
with at considerable length by Mr.
Justice Jacks (Paine Judge), in
the course of a judgment delivered
yesterday.

His Lordship found in favour of
Mr. J. H. Witchell, manager of
King Edward Hotel, who was sued
by the Banque de l'Indo Chine for
\$1,000 mesne profits in respect of
his occupation of Budree-villa,
North Point.

The owner mortgaged his prop-
erty to the bank in April 1924.
In March 1927, he let the house to
Mr. Witchell, who was to carry out
certain repairs and recoup himself
out of the rent of \$125 per month.

The owner defaulted last year
and the bank (as mortgagees) be-
came entitled to enforce their
remedies.

What the Law Says.
His Lordship held that an action
for mesne profits is an action for
damages for trespass, but he did
not think Mr. Witchell had com-
mitted trespass against the bank.

"When a legal mortgage is ex-
ecuted the mortgagee becomes the
legal owner of the mortgaged prop-
erty and in the absence of ex-
press stipulation to the contrary
is entitled to immediate possession
or receipt of the rents and profits,
but until the mortgagee demands
possession or enters into the re-
ceipt of the rents and profits of
the mortgaged property, it is of
the nature of the transaction that
the mortgagor should remain in
possession and such possession is
rightful.

"It has also long been settled
that a mortgagor is not bound to
account for the rents and profits
while in possession even although
the security proves insufficient."

Until interference.
"Where a man in actual posses-
sion of land mortgages it and
afterwards demises it to a tenant
at a rent, the demise is absolutely
void as against the mortgagee, but
nevertheless it is good as between
the mortgagor and his tenant until
the mortgagee interferes and the
mortgagor is entitled to receive
the rent for his own absolute use
and to distrain for it in his own name
if not paid when due."

On the evidence given, His Lord-
ship did not consider that the
mortgagees did interfere effective-
ly, that they did not treat the ten-
ant as a trespasser, neither did
they make him their tenant; that
they allowed the tenancy to expire
so that the tenant remained the
tenant of the mortgagor until the
expiration of the tenancy; that if
there had been any failure on the
part of the defendant to fulfil any
of his obligations under the ten-
ancy agreement it is for the mor-
tgagor to take action.

Tenants, Beware!
The point which has arisen in
this case is an important one for
tenants, for even monthly tenants
may suffer inconvenience, if per-
emptorily told to go by a mor-
tgagee who is enforcing his rights.
A tenant for years of valuable
business premises may suffer
heavy loss on the avoidance of his
lease by the mortgagees, whilst a
tenant who has paid his rent or
any part of it in advance may find
himself obliged to pay over again
to the mortgagees who acts deci-
sively.

In this case Mr. Witchell was
fortunate in being allowed to com-
plete his tenancy for, had the
bank taken decisive action during
his tenancy, his plea that he had
paid his rent in advance would
have been of little avail. He would
have had to give up possession or
continue as tenant of the bank at
such rent and on such terms as the
bank saw fit to impose.

Mr. M. M. Watson appeared for
the bank (plaintiffs) and Mr.
D. L. Stricklett for Mr. Witchell
(defendant).

A large and representative
gathering of local Indians was
present at the City Hall last
evening to listen to a lecture
on "Islam, the Religion of
Humanity," which was delivered by
Maulana L. A. Haidri, a missionary
and graduate of the Preaching
College, Lucknow, India.

FAREWELL.

THE WOODS TRIO LEAVE THE
COLONY.

A SERVICE CONCERT.

The City Hall, in the course of
its long and varied existence, has
never re-echoed with such cries
of enthusiasm as were heard on
Tuesday night in the portion
given over to the Cheer 'O
Y.M.C.A. The occasion was a
farewell concert in honour of Mrs.
Harry and the Misses Eileen and
Doris Woods, who left the follow-
ing day to settle down in Canada.
The hall, needless to say, was
packed with Servicemen and
friends of the trio and a really
happy evening was spent.

In the course of the proceedings
the "boys" through Mr. Fatten-
den, presented the "girls" with a
silver rose bowl mounted on
blackwood as a token of their re-
gard and appreciation of what the
Woods family have done for the
sailors and troops in Hong Kong.

Miss Eileen Woods suitably re-
sponded, remarking that all their
efforts had been a "work of love."
There were many encores
throughout the evening, and the
"girls" terminated a merry pro-
gramme by singing "Good Bye,
Boys!" The Woods were assisted
by Mr. Glover, whose fine voice
was heard to advantage. Miss
Doris Woods, though indisposed,
entered into the fun of the even-
ing with a good will, and it is a
pity that, on her last appearance,
she was not entirely in singing
"form."

THREE EXPLOSIONS.

CANTON MUNITION FACTORY
BLAZE.

GAS FUMES DANGER.

Canton city was rocked by a ter-
rific explosion on Tuesday after-
noon, followed shortly afterwards
by two further shocks of lesser in-
tensity.

The shocks came from the mun-
ition factory in Yuet Wah-road in
the eastern suburbs of the city.
Alarm calls were soon received in
the city, and the fire brigades were
quickly dispatched to the scene of
the disaster.

A "Canton Gazette" representa-
tive was one of the first arrivals
at the munitions factory and a
scene of desolation met his gaze.
Several buildings seemed to have
borne the brunt of the explosions,
while debris was scattered all over
the area. Altogether twelve per-
sons were rushed to hospital,
suffering from serious injuries,
while later in the day two corpses
were discovered.

Fire Spreads.
It is believed that the explosion
occurred in the powder store as a
result of overheating. Fire follow-
ed and spread to another store,
and also the cartridge casing de-
partment, reducing both these
buildings to ruins.

Some idea of the force of the
initial explosion can be gathered
when it is reported that several
persons in the grounds at the time,
but not near the actual store where
the explosion took place, were
thrown off their feet and carried
some distance through the air.

Fire Chief Overcome.

It is fortunate that the mun-
itions factory covers a large area of
ground (the "Gazette" continues),
and that the different departments
are housed separately, the build-
ings being removed some distance
apart for just such a contingency
as has happened. The other stores
of powder and explosive were not
affected. The other buildings did
not appear to have been affected by
the explosions.

The fire raged till late in the
afternoon, and in the course of
fighting the conflagration, Captain
Wang Yung, of the Brigade of the
Bureau of Public Safety, and one
of his subordinates, were over-
come by gas fumes arising from
the burning powder.

An application was made by the
Police in the Shanghai Provisional
Court, for the disposal of two
cases of Evans' Lyso found at 1
Klangse Road, which were the
subject of a hearing reported a few
days ago. Judge Liang ordered
that the property should be kept
in the custody of the Police pend-
ing the period allowed for appeal;
if no appeal is instituted the Lyso
is to be destroyed.

The motor bus road between
Woosung and Yangshun Vil-
lage, a distance of 12 1/2, is nearing
completion and it is hoped that the
motor bus service at these two
places and Paoshan may begin to-
morrow, (June 1).

The Shanghai Golf Club announ-
ces that no tidings will now be
served at Klangwan or Seakingiao,
but tidings will be available
as usual.

P'RAPS-P'RAPS NOT!

The scene was the menagerie at
the annual fair. The lady tamer
was demonstrating by allowing the
lion to take a piece of lump sugar
from her lips. The audience were
spellbound, until a sailor broke the
silence.

"That's easy; I could do that."
"Oh, could you?" came the sharp
retort.

"Just as well as the lion," he
said, as he walked away.

Doctor: "You mustn't give up
hope. Three years ago I had
exactly the same illness."
Patient (gloomily): "Ah, but
not the same doctor."

Yokel (relating his experiences
after visit to town): "Nothin'
impressed me like the kindness of
th' bus conductor. Ol' gets in an'
stretches me legs, an' the conductor
see as I'm tired. 'Why don't e'
'ave a bus to yourself?' he says, as
kind as you like."

Friend: "Tell me, why do your
stable-boys and your trainer all
stutter? Is it intentional?"

Racehorse Owner: "Yes, I have
them on purpose so that they can't
tell stable secrets. By the time
they get it out the race is over."

Wife: "What's a turf commission
agent, dear? You dropped a card
belonging to one on the bedroom
floor this morning."

Husband: "That was very care-
less of me. I—er—intended it to
be a surprise to you. You were
complaining about the lawn, you
know, so I decided to get it
returfed."

"Now, children, call out some
long words to me."

"Peculiarities."

"Good—another."

"Idiosyncrasies."

"Yes—another."

"Rubber."

"That is not long."

"No, but you can stretch it."

Judge (to prisoner): "Have you
ever been in trouble before?"
"Well, er, yes. I once kept a
library book over time and was
fined threepence."

Injured one (to workman, who
has dropped a hod of brick):
"Confound you! One of those
bricks hit me on the head!"

Workman: "My word, you're
lucky. Look at all them wot
didn't!"

"I'm very sorry," said the
jankee, "but you two will have
to sleep together to-night; you will
be quite all right. It's a feather
bed."

After about an hour's repose one
of the holiday-makers turned to
the other, and said with a groan,
"Aye, Jim it's about my turn to lie
on that feather."

A young business man, after
eight years' absence, alighted at
the station of the town of his
birth. There was, despite his
expectations, no one on the platform
whom he knew. No one.

Discouraged, he sought out the
stationmaster, a friend since boy-
hood. To him at least he would be
welcome, and he was about to ex-
tend a hearty greeting, when the
other spoke first.

"Hello, Jack," he said, "go in
away."

"Jack, who is Dorothy?" asked
the young wife one morning.
"Dorothy, Dorothy! Why didn't
I tell you? Dorothy, my dear, is
the name of a horse I backed yester-
day. It won—here's a fiver
for you."

Hubby returned home in the
evening. "Jack," said his wife,
"you know the horse you backed
yesterday?"

"Yes," replied he dubiously,
"Well, it's been ringing you up!"

TEASERS.

Answer The "China
Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half
a dozen questions, not tremendously
difficult to answer but not always
so simply solved as may be thought,
appear on this page. Answers are
given on page nine.

1. Who was the first Presby-
terian minister to settle in
Australia?

2. What was manna?

3. What is a facet?

4. Which Biblical character cast
a tree into water and changed it
from bitter to sweet?

5. What great ocean liner sank
on its first voyage?

6. What man in the Bible was in
the land of Uz?

SALE

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Every Dept.

YEE SANG FAT CO.

CINEMA NOTES.

LAURA LA PLANTE'S NEW COMEDY.

"FINDERS KEEPERS."

Laura La Plante's latest comedy, "Finders Keepers," comes to the Queen's Theatre to-day as the chief attraction until Saturday. The action of the story is laid in a war time training camp where Miss La Plante appears as the beautiful daughter of the camp commandant. Her love for a private brings about much trouble for all concerned and things are not made better when the girl's father withholds his consent to an early wedding. The greatest merriment is caused when Miss La Plante impersonates a private in order to enter the camp to be near the man she loves. Once there she finds herself in the clutches of a violent sergeant who mistakes her for a recruit, and she is forced to go on parade with full marching kit. The sequel is extremely funny. Directed by Wesley Ruggles, who has been responsible for many of the comedienne's recent successes, the excellent supporting cast includes Edmund Breese, Arthur Rankin and William Gorman.

"THE HEART OF SALOME."

"The Heart of Salome," the picture at the World Theatre from to-day to Saturday is an absorbing story of an international spy, played by Alma Rubens. There is a great deal of action, humour and suspense in the picture, together with a thrilling sword duel which comes as the climax. The settings in Paris where the siren exercises her wiles, as well as the rural scenes where she appears as a country maid are equally good. The cast is excellent, for besides Miss Rubens herself, there is Barry Norton, who appeared as the young artist in "What Price Glory." Others worthy of mention include Robert Agnew, Walter Dugan and Virginia Madison.

"ANKLES PREFERRED."

Madge Bellamy, charming Fox star, comes to the Star Theatre to-day in a new picture entitled "Ankles Preferred," which will be screened until Saturday. The picture presents Miss Bellamy as a girl in a modish shop who tries to succeed with her brains only to get into all sorts of trouble through her pretty ankles. Allan Forrest has the role of a pleasure-loving man of wealth, and Lawrence Gray is a young man of humble means who loves the girl, in spite of her craving for the fast life. There are many dramatic moments in the story but everything comes out all right in the end. J. Farrell MacDonald, Arthur Housman, and Lillian Elliot contribute to the funny side of the film.

SHANGHAI AND DOGS

COMMENT ON THEIR PRICE.

Says the "N. C. Daily News" to hand:—Apparently dog shows in Shanghai have one special object, apart from their original raison d'être and that is to get up a controversy. We may help those who regard these shows from the purely controversial standpoint by alluding to the prices now being paid for police dogs—an Alsatian by any other name would look as sweet—and then suggesting as a topic whether they are worth it. In the past, people have had occasion to think twice about paying Tls. 300 for a police dog pup, and numbers considered that this was a passing phase and that such dogs would come down to what might seem a moderate price. But just recently a Chinese is reported to have bought such a pup at Tls. 700, without haggling over the price, and then coming back not so long afterwards and demanding another. On the second occasion the price was up to Tls. 1,000, but this was likewise paid without murmur. Such prices have been enough to excite comment, but apparently they are to-day nothing out of the ordinary, for it is said that as much as Tls. 2,500 has been paid here recently for a locally born dog. Naturally such high prices come only from Chinese who have convinced themselves of the merits of the animal as a watch-dog, and it is perfectly easy to understand that, with the kidnapping and armed robber civil as it has been during the past two years and more, people should value in the highest degree the enormous efficiency which is inherent in the animal. For the moment we are simply concerned with mentioning the high prices being given for such dogs, and have no desire to contrast their merits with those of other breeds, but there is one point which ought to be stressed, and that is: Do the owners know how to get the best value out of their animals? Let it be remembered that a former chief of the London Police insisted that a watchdog attained its full value only when kept loose indoors.

IN A VAULT.

RELIGIOUS RITES AT PAIGNTON.

COUNCIL SUBD.

This case, which was adjourned till after the Easter vacation was resumed by counsel addressing his lordship upon the evidence.

Plaintiff, Miss Gertrude Renira Wenman, Hoskyns - Abrahall, Avenue-road, Torre, Devonshire, claimed the right of access to a vault in which the body of her mother was buried for the purpose of ventilating and cleaning it, and for the purpose of performing acts of piety.

The defendants, the Paignton Urban District Council contended that plaintiff was only entitled to access to the vault for the purpose of interment, and with the written consent of the council. They denied plaintiff's allegations of having been assaulted by the council's employees and shut in the vault by closing down the cover-stone. Crowds were drawn to the cemetery, said defendants, by plaintiff displaying fruit, a pigeon, and roasting a piece of beef on an oil stove.

Miss Hoskyns, as she said she preferred to be addressed, said she had made a study of Early Christian customs in relation to the burial of the dead. Her desire was to fumigate and ventilate the vault. She denied the cooking of food.

Mr. G. B. Hurst, K.C., and Dr. Bellot (instructed by Messrs. Peacock and Goddard) appeared for plaintiff, and Mr. H. B. Vaisey, K.C., and Mr. C. E. Harman (instructed by Messrs. Torr and Co.) represented the defendant council.

Reports of the earlier proceedings appeared in "The Daily Telegraph" on April 3 and 4.

Mr. Vaisey said that Miss Hoskyns first asked for a declaration that the property in the vault was vested in the plaintiff, and for a further declaration that such of the by-laws and regulations of the defendant council as conflicted with her rights as owner of the property were ultra vires. The claim for damages was not persisted in. The counterclaim asked for a declaration on behalf of the council that plaintiff was not entitled to open the vault save for the purpose of interment, and with the written consent of defendants, and subject to their by-laws.

Counsel said he did not wish to raise any question of plaintiff being entitled to open the vault for purposes reasonably ancillary to the right of interment. He wished it to be expressed, if necessary, in his lordship's declaration, that she was entitled to go into the vault for the purpose of repairing it, and that from time to time she should be at liberty to inspect it, say not more than twice a year, after giving forty-eight hours' notice to the defendants. Mr. Vaisey submitted that no order ought to be made on the action, and that defendants were entitled to an order on the counterclaim.

Obligation to the Dead.

He asked his lordship to consider first the position of defendants as regards the obligation which they had to the body of the lady buried, or to those to whom her memory and the undisturbed remains were a matter of concern. Plaintiff swore by affidavit that her mother was a member of the Orthodox Greek Church, and she admitted in the witness-box that both she and her late mother were members of the Church of England, or, at any rate, Protestants. The burial place must be deemed to be a grave of a member of the Church of England because the burial was in a consecrated part of the cemetery according to the rites of the Established Church.

Ought they to allow anyone connected with the person who had the right of sepulture to conduct in or about the tomb ceremonies which the person visiting the tomb might from time to time consider suitable and appropriate? asked counsel. It could not be said that the person who had the exclusive right of burial in a plot of ground had been given the right to conduct ceremonies about the tomb at his or her own pleasure. It was obvious that the opinions of plaintiff were of a fluctuating nature. To-morrow she might have some other opinion to that already expressed. Could it be right that merely because the body was buried in that particular place by virtue of a purchase right, the person who had the right of sepulture could continue to go and conduct ceremonies which she thought proper in and about the coffin of the lady who lay buried there?

"I do not want to say anything harsh or revolting," said counsel, about the ceremonies the lady thought fit to conduct at the tomb, but I ask your lordship to allow me to say that they are of an unusual character, and are not common to those who follow the practices of the Church of England." He asked his lordship to say that where a body was entrusted to a cemetery authority for burial, the

cemetery authority were entitled to say that no one should go and conduct unusual ceremonies as a right in and about the tomb. Were it otherwise it might be that those who inherited the personal right of sepulture from plaintiff were persons who held diverse opinions, and might claim to conduct ceremonies of various descriptions.

Tutankhamen's Tomb.

With regard to the obligations which defendants owed to plaintiff, Mr. Vaisey argued that, while the vault remained the property of plaintiff, the soil belonged to, and was vested in, the public authority. Describing the articles which were placed in the tomb—fruit, wine, and lavender water—he said there was also what he considered very improper—a spirit lamp. Plaintiff claimed the right to put in a small cupboard a number of articles which were of an inflammable nature. It was wholly foreign to the words of the grant that those things should be put there. The vault was not constructed for that kind of thing. The only parallel case of a vault being used for that purpose was that of the tomb of Tutankhamen in Egypt. The pretence that they were Christian rites was something on which plaintiff had not dared to call evidence.

It was never within the contemplation of defendants that "the place should be filled up with all this stuff." There was not a word of evidence that that sort of thing was permitted in any cemetery in England, and here was no evidence that "these things are customary in any English sect."

Counsel admitted that defendants were under an obligation to refrain from encroaching upon plaintiff's right in the property as a piece of masonry. They, however, had an obligation to the public, and particularly that part of the public whose friends or relatives lay buried in the consecrated part of the cemetery. The ceremonies by plaintiff offended against decency, and defendants, in the interest of public propriety and a public sense of fitness, were bound to present them. The idea of placing bottles of wine and food in the tomb was bound to lead to improper discussion. People might think it was a place where they could get in at night and possibly put these things to their own use. Five florins and two pennies were deposited in the tomb. It could not be desirable that it should be known there was a place where loose money was habitually placed.

Nothing Unseemly. In conclusion, Mr. Vaisey said defendants had not the slightest wish to prevent plaintiff visiting her mother's grave, or placing flowers thereon, but they wanted to prevent in consecrated ground the performance of grossly materialistic ceremonies which were alien to the practices of the Church of England and were bound to offend other persons.

Mr. Hurst, for plaintiff, said that it had been claimed by defendants that the ownership of a vault was vested in them. In the whole of the correspondence there was no admission that plaintiff was entitled to enter the vault for repairs. There was undisputed evidence that for four years plaintiff had been allowed to go to the cemetery with articles conveyed in a bag. The cemetery officials saw nothing indecorous or unseemly. Now, plaintiff was to be prevented from having access to the tomb for all purposes other than the right of burial. Counsel claimed that his client was entitled to visit the interior of the vault as a person who owned a grave could visit it.

When discussing the definition of a vault, Mr. Hurst quoted from "Romeo and Juliet," as follows: "For here lies Juliet, and her beauty makes This vault a feasting presence full of light." One of the objects of a vault or mausoleum, said Mr. Hurst, was to give privacy to a grantee. His lordship said he would give judgment in a few days.

Golfers who play at Kiangwan have no need to be told of the terrors of the short and narrow sixth hole. These were added to the other day by the presence of a Chinese student who was seated at the table reading aloud in English out of a book. With perfect courtesy he desisted when players wished to make use of the tee, but it was the subject of his reading matter which added to the terrors of this particular hole, for on inquiry he explained that he was reading an article on Socrates. This, latter gentleman, so far as we remember, was one of a school of philosophers who counselled the keeping of the emotions under control, and taught the way to do so. Unfortunately Socrates never went out of bounds when playing the sixth hole at Kiangwan, otherwise he might have appreciated the impossibility of putting his principles into practice at golf. —N. C. Daily News.

YEARS OF FLYING.

CELEBRATIONS IN HONOUR OF AVIATION'S MILESTONES.

[By Harry Harper.]

From nearly every country reports are beginning to come in of plans that are shaping for the celebration of one of the greatest of all milestones in flying history. It will be at the end of this memorable air year of 1928—on December 17, to be precise—that we shall reach the 25th anniversary of the first brief controlled flight in a power-driven, heavier-than-air flying machine. In the United States, I learn, they have just decided, at the suggestion of President Coolidge, to organize an aeronautical convention representative of aviation throughout the world in order that this landmark of a quarter of a century of flying shall be worthily recognized. In the case of the United States, of course, there exists a very special and intimate reason for rejoicing, remembering that it was an American pioneer, Orville Wright, who made the first flight at Kitty Hawk, North Carolina, on the morning of December 17, 1903. It lasted only 12 seconds, but in its significance, in its potentialities, that first real conquest of the air, which was watched by only a little group of local folk, represented one of the greatest events in the world's history.

On that same bleak morning, immediately after Orville had landed, his brother Wilbur went up in their little 12 h.p. biplane and stayed aloft for 58 seconds. Wilbur, alas, is dead, but Orville is still with us, busying himself at the moment with various forms of aerodynamical research. And what should interest us specially in this forthcoming anniversary is the fact that the identical machine used in their first flights by these two quiet, unassuming brothers now occupies a place of honour in the aeronautical section of our Science Museum at South Kensington, London. Orville Wright, who has always had pleasant associations with Great Britain, has lent us this history-making aircraft for a period of five years, and the fact that it is temporarily in our possession should make us all the more determined that our participation in the coming celebrations shall be on a scale to do justice to such a memorable occasion.

Pioneer Prophets.

When, far back now in the early days, the Wright brothers came to England to arrange for the commercial production of their biplane in a factory in the Isle of Sheppey, I had an opportunity of discussing the future of flight with both of them; and, looking back on that conversation one is struck by the shrewdness and accuracy of their comments. It was not easy to make either of them talk. They were men of action rather than words, and Wilbur was the more reticent of the two. It was he who remarked, dryly:—"The only birds that talk are parrots and they are not birds of high flight." But once I succeeded in lifting the discussion from personal issue, and induced them to envisage the general trend of aeronautical progress, they spoke readily and to the point. But even they, masters of the situation as they were in those days of the infancy of flying, hardly foresaw how rapid aerial progress would become as soon as aero-engines had been given sufficient stability to enable them to be piloted safely in high and gusty winds. In the following table I show, as an epitome of progress, how the figures for distance, duration, speed, and height have leapt ahead since Orville Wright made history on the Carolina Sand-hills:—

Distance	.....	580 feet
Duration	.....	59 secs.
Speed per hour	.....	30-35 miles
Height	.....	15 feet
Distance	.....	3,911 miles
Duration	.....	53 hours
Speed per hour	.....	318½ miles
Height	.....	38,800 feet

Safety First.

Such statistics, so striking though they are, do not bring into prominence one of the most vital phases of aerial progress, which is the steadily-growing factor of safety imparted to the navigation of the air. I recall how Wilbur Wright stressed this question of aerial safety during my talk with him, to which I have referred before. He had no illusions as to the skill required in handling the first pioneer aircraft, but insisted that by an exercise of extreme care it should be possible to fly with reasonable safety even in such experimental machines, and both he and his brother Orville proved their point by their personal achievements. First they learned to balance themselves in the air in motorless gliders, and then taught themselves to fly engine-driven craft without any casual-

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre:

"Finders Keepers."

To-day—World Theatre: "The Heart of Salome."

To-day—Star Theatre: "Ankles Preferred."

To-day—Cheer 'O Y.M.C.A. Dance, City Hall, 7.30 p.m.

June 1—Cheer 'O Dance, City Hall, 7.30 p.m.

June 3—Concert arranged by Miss Stubblings, City Hall, 7.30 p.m.

Sports.

June 3—Next meeting of the Macao Race Club.

June 16—American Mixed Doubles (handicap) tennis tournament, Ladies Recreation Club.

Lamam's Auctions.

June 1—Household furniture at 8 Highburgh Terrace, Kowloon Dock, Hungnam, 11 a.m.

Meeting.

June 5—General meeting of Christian Brothers' Alumni Association, St. Joseph's College, 6 p.m.

June 7—Annual meeting of Peak Tramways Co., Ltd., Hong Kong Hotel, noon.

Miscellaneous.

June 4—Reception at Government House in honour of the King's birthday.

June 4—General Parade at Happy Valley in honour of King George's Birthday, 9 a.m.

June 5—First of a series of addresses at Union Church Hall, Kennedy-rd., on the Old Testament, by Mr. J. S. Flacks.

November 13—Matriculation, Senior and Junior Local exams, at the Hong Kong University.

ties save those involved in occasional damage to their apparatus. When Wilbur died, it was illness and not a flying accident that brought about his death. Other pioneers were also able to demonstrate that it was possible to fly a great deal in crude, early-type craft, and yet live to tell the tale. M. Louis Bleriot, that gallant Frenchman who was first to fly the Channel, and whom I interviewed directly after he had done so, crashed time and again in experimental planes, and always emerged from the wreckage practically unhurt. The last time I saw him, not long ago, he was still flying in his own machine, after more than 20 years of aerial travel. Henry Farman, too, survived one of the most arduous of all apprenticeships to the air. So did that indomitable little Brazilian sportsman, Santos Dumont.

Other Pioneers.

Other names one could mention in this connection, such as those of Paulhan and Grahame-White. This aspect of pioneer aviation has special interests at the moment, because it has been decided that one of the aims sought in organising the 25th anniversary of man's first definite triumph in flying will be to endeavour to remove from the public mind the idea that there is anything fundamentally or irremediably dangerous in aerial transport. Accidents we have had and shall continue to have, though in a steadily decreasing ratio from the viewpoint of miles flown. They are the price of progress in a means of super-speed travel which, when it is perfected, will serve the world's purpose better than any other development in history. Even to-day the story told by official figures is one of all-round encouragement. I have before me the latest statistics in the operation between London and the Continent of the aeroplane services of Imperial Airways, our national company. They show that during the past three years, flying under probably the most unfavourable weather conditions in the world, this company has carried more than 52,000 people by air at 100 miles an hour to and fro above the Channel without injury to a single passenger. To such a record, obtained in all-the-weather flying, often in atmospheric conditions which are abnormally bad from a pilot's point of view, must be added the wonderful safety figures which have been achieved by our British flying clubs. Men and women from all walks of life, possessing no more than an average share of dexterity, have been taught to handle light aeroplanes with an immunity from accident which has impressed profoundly even those experts who had realised beforehand how safe, given adequate precautions, aerial transport can be made. It is therefore, in a very hopeful frame of mind that the air world is now drawing up the programme which will do honour to the 25th anniversary of the first engine-driven flight by man. —Glasgow Herald.

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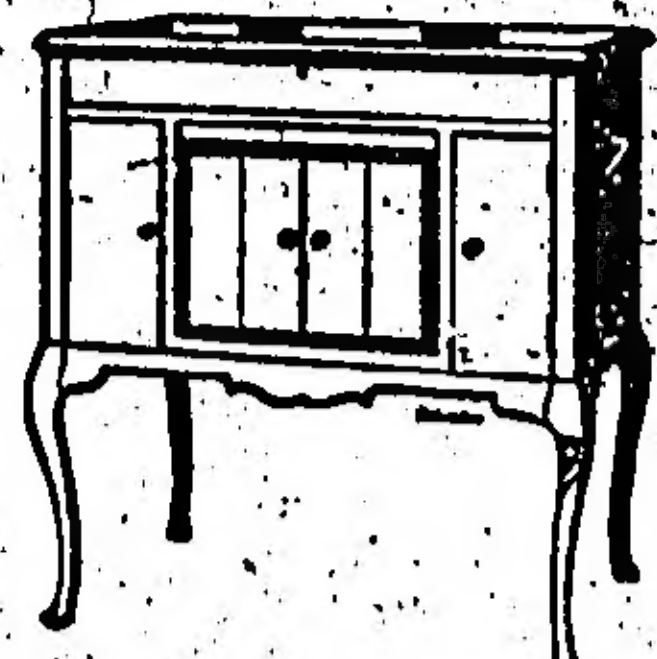
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Mr. Baldwin, who began his political career at Kidderminster in 1906, is to be offered the honorary freedom of the borough.

A deputation of South Wales and Monmouthshire M.P.s waited on the Prime Minister to discuss the situation in the South Wales coal-field.

A party of 350 M.P.s, with their wives and families, visited a number of warships in Portsmouth Dockyard by invitation of the Admiralty.

Arthur Dennis McKay, a stockbroker, was committed for trial on bail at Nottingham on thirteen counts of alleged fraudulent conversion of £22,807.

The verandah of Cambridge House, Wongneshong-road, collapsed at 4 o'clock this morning. No-one was injured. The house had been vacant for several years.

According to a telegram received by the "Shunpao," a terrible fire broke out in Sunkiang last week and burnt down many houses. The number of casualties has not been ascertained.

The marriage of Miss Aileen Rousens, elder daughter of Mr. and Mrs. Eugene Rousens, of Seremban, to Mr. Mervyn O'Hara, of the Sarawak Forest Service, will take place in the middle of July.

Lieut.-Colonel L. R. E. W. Taylor, D.S.O., who is Commanding Royal Artillery in the Singapore Garrison, has been on leave in Japan for the last few weeks, accompanied by his wife. They have returned to Singapore.

Letters of administration to the estate of the late Mr. A. M. Place da Silva, formerly of No. 36, Jordan-road, Kowloon, who died on Dec. 31, 1927, have been granted to the widow, Mrs. V. R. N. da Silva, of the same address. The estate is worth about \$3,000.

Mr. Schofield resumed his duties at the Magistracy, Kowloon, this morning, having quite recovered from his recent indisposition. Major C. Willson, who was transferred from the Central Magistracy, resumed his seat at the Small Court at the Central Magistracy.

Yesterday afternoon an amah, employed at a house in Western street, reported to the police that about 3 p.m. thieves broke into the house and bound and gagged her and a maid who were the only people on the premises at the time. The intruders ransacked the place and stole money amounting to \$122 and jewellery valued at \$142.

An unknown Chinese, aged about 45 years and dressed in a grey suit, was yesterday afternoon picked up by the police on the hillside off Jubilee-road suffering from head injuries, supposed to have been received through the man accidentally falling down the hill. He was removed to the Government Civil Hospital in an unconscious condition.

At the first general meeting of the Chung-shen Athletic Association on Tuesday afternoon, the following officers were elected for the current year:—Hon. President: Mr. Ng Tai-ping; Hon. Vice-Presidents: Mr. Wo Hay-ton, Mrs. Tsow Tung-sang; Chairman: Mrs. Lim Hing, B.A.; Hon. Secretary and Treasurer: Miss Violet Wu; General Committee: Miss Yu O-kee and Miss Valentine Lau.

At the Kowloon Magistracy yesterday, a Chinese was charged before Major C. Willson with keeping pigs at No. 243, Portland-street, Yau-mat, without a permit from the Sanitary Department. Defendant said that the pigs had only just arrived from the New Territories, and were being kept at his place temporarily. A Sanitary Inspector said that the defendant had previously been warned for keeping fowls in the premises. A fine of \$25 was imposed.

Speaking of the cost of television in the home, Dr. Herbert E. Ives, of the Bell Telephone Laboratories, in the course of a lecture at Yale University, said: "Where we now pay a nickel to hear a voice we should have to pay a dollar to see a face because of the expensive transmission channel." He did not, he said, believe the public would go to the present expense of equipping themselves for television. "We can imagine a man in a distant part of the country eager to pay to see his wife's features as she lands after a foreign trip. And some financiers may want to see each other's eyes as they make large financial transactions separated by distance, but it is very unlikely that television can be made cheap enough for the home." The lecturer believed that television in the theatre or before gatherings of many people was more feasible.

Mr. T. V. Soong, Minister of Finance, arrived in Shanghai last week.

The Master of the s.s. "Lancaster Castle" advertises that he will not be responsible for debts contracted by members of the crew.

Mr. Henry William Moon is acting as manager of Messrs. Jardine's Insurance department during the absence of Mr. F. C. Hall.

Shanghai Chinese are making arrangements to erect a statue in memory of the late Gen. Chen Chi-mei, first Tutor of Shanghai, who was assassinated some years ago.



Vice Admiral W. V. Pratt, who has been promoted to Admiral and placed in charge of the Navy Battle fleet, succeeding Admiral Louis R. D. Stieglitz, who will take charge of the third naval district headquarters in New York. The change becomes effective on June 28, after the fleet returns from maneuvers off the Hawaiian Islands.

During 24 hours last week Shanghai Municipal police arrested 40 persons, including eight alleged armed robbers, taken into custody by officers attached to Sinza Station.

Her many friends will be sorry to learn that Mrs. Liao Chung-kai, wife of the former Minister of Finance in Canton, is indisposed. Mrs. Liao herself is well-known in Kuomintang circles and she is a member of the Kuomintang Central Executive; says the "N. C. Daily News" to hand.



Mrs. Jack Coogan, mother of the famous Jackie Coogan, child motion picture star, who is being sued by Mrs. Arthur Bernstein for alleged affection of her husband, Mr. Bernstein, it is said, is the mother of Jackie in his motion picture ventures. It is alleged that Mrs. Bernstein is demanding \$250,000 from Mrs. Coogan.

The authorities of Greater Shanghai have, it is said, decided to spend \$120,000 for the erection of a number of small houses in Pootung, each to cost \$300, for the poor of the district. It is hoped by this means to persuade the people to live under better conditions than before and to encourage sanitation. Should the scheme be successful, more buildings will be constructed.

At a dinner given by Gen. Miao Pin, a member of the Kiangsu Provincial Government at the Great Eastern Hotel, the host recommended the establishment of a new banking institution to be known as the Nationalist Reconstruction Savings Bank. Should there be 10,000,000 depositors who are prepared to put in 20 cents monthly for five years, the amounting sum of \$1,200,000,000 would be saved, this sum being inclusive of interest. This money, he thought, could well be used for reconstruction purposes, plans for which had already been drawn up by the Nationalist Government.

Captain Robert Dollar, head of the Dollar Line, was expected to arrive at Singapore on board the "President Wilson" last Monday.

Dr. W. A. Rogers, J.P., accompanied by Miss Rogers, arrived in Ipoh at the week-end from Singapore where he recently arrived from Ceylon.

The output of coal from the mines of Great Britain in the week ended April 14 was 2,341,100 tons, compared with 4,345,500 tons the previous week.

Mrs. Waterlow, wife of the British Minister at Bangkok, has been staying with Major and Mrs. T. A. Lowe at Alexandra Barracks, on her way to England.

One evening last week six gangs of armed robbers, numbering in all 17 men, of whom eight carried pistols, entered shops and houses in different parts of the Shanghai Settlement and decamped with \$575 in loot, before alarms were raised.

The Chief Warden of Victoria Jail made a report to the police at 4.45 p.m., yesterday, to the effect that a man named Pedro Callao, committed to the House of Detention on May 7, had failed to return at closing time—4 p.m., yesterday.

One would have to go back a long way in the annals of the Shanghai A.D.C. to find a production of such all round excellence and good acting in every part, as in the play produced at the Lyceum Theatre, says a Shanghai contemporary to hand.

Ebenezer Althus Joneson, an American sailor, may consider himself fortunate, because, having found a berth on an outbound vessel, a kind-hearted police inspector withdrew charges of drunkenness, which he would have had to face had he remained in Shanghai, reports a Shanghai paper to hand.

Five decades of gramophone history are represented in a loan collection of phonographs and gramophones that was accepted by the Trustees of the Science Museum recently. The collection includes the first mechanically driven and governed gramophone made in England in 1878, a set of early Edison type sound boxes, an Edison compressed air phonograph, the first 12 inch gramophone of 1903, a demonstration gramophone of 1910, a pedestal grand gramophone of 1927, an automatic 20-record gramophone, and an electrical reproducer.

Mrs. Joanna Alice Kirby, widow of Mr. R. J. Kirby, of Tokyo, died on May 10, at the Kobe International Hospital after a short illness. She underwent an operation on May 8 and was found to be suffering from a serious internal ailment. Mrs. Kirby returned recently to Kobe from a visit to England. She had lived a great many years in Japan and is survived by three daughters. These are Mrs. R. E. Kozhervar and Mrs. J. H. Ewing, of Kobe, and Mrs. Dorothy Stuart, of Hong Kong. She also leaves a sister, Mrs. C. H. Evans, of Mito.

The case in which N. Shkolrik, an 18-year old Russian, is being charged with assaulting and causing the death of a richa coolie who is alleged to have struck accused's younger brother with an iron bar, in Hon. Fook Terrace, North Szechuen Road, Shanghai, on May 7, was to have come up before Judge Chau and Mr. S. L. Burdett, Senior Consul's Deputy, in the Provisional Court. As the Judge had not made up his mind on the question of jurisdiction, the case was struck off the day's list. Dr. O. Fischer is defending, Mr. T. Y. Van and Mr. Sung Ling are appearing for the deceased coolie's family; and Court Insp. Jefferson is prosecuting.

Appropos of the report of the discovery in the United States of a method of transmitting electric power, capable of lighting lamps and driving machinery, by wireless, I am glad to read the word of an expert in these matters, who declares that it will be long before effective transmission becomes practicable. One may imagine a time when motor vehicles, for instance, may need no petrol, picking up their power from a broadcasting station, while our lighting and domestic and other machinery would be run from a similar source. But I do not like the idea of living in an atmosphere so highly charged with electricity, particularly as the operators in the American receiving station are said to have suffered from pains in their joints. It sounds like broadcast pneumonia. I comfort myself with the reflection that we have heard much of death-rays and rays that stop motor-cars, but that such stories have hitherto ended in a fade-out. Correspondent in Home Paper.

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Bound for Hong Kong from a neighbouring port and flying the British flag, the s.s. "Tea" was pirated this week and taken to Bias Bay. En route, the pirates wished to reach Aberdeen, the township on the south of the island, to pick up some fishing boats to complete their scheme. Ultimately, they gave Hong Kong a miss. In the end, they were pursued by a landing party from a British warship, H.M.S. "Somme," and also by parties from a Chinese Customs cruiser led by two foreigners.

These are some of the features in another chapter of the history of the China Seas. The story is reproduced in the "Overland China Mail" and will make presentable reading in other parts of the world. Do not fail to send a copy away. Doing so will save a good deal of tiresome letter writing. The departure for North China of the flagship of the commander-in-chief of the China Squadron will arouse intense interest at home. "Hawkins" has gone, as everybody knows, because of the situation up there. Developments in the situation, with careful explanations and sidelights, are recorded in the "Overland."

All the week's local activities are described, including such as the exposure of the "Femina" hoax, Decoration Day observances, the Queen's Regiment memorial dedication, etc.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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Sport Columns

IRISH GOLF.

WHITCOMBE'S TWO GOOD ROUNDS.

Newcastle, Yesterday. Whitcombe accomplished an almost unprecedented feat by rounds of 68 and 69 and leads sixty qualifiers with an aggregate of 137 in the Irish golf test.

Other Scores.

Compton 69-144.
Mitchell 71-144.
Duncan (holder) 77-153.
Havers 76-153.
Ray 75-150.

The foregoing scores count for the championship together with the 36 holes final to be played tomorrow.

A PROPOSAL FOR PRACTICAL FACILITIES.

[By "Niblick"]

A correspondent, who takes his golf very seriously and is keen to effect some improvement, writes to suggest that extended facilities might be offered by Edinburgh Corporation for learning and developing one's game.

He points out that since the public putting course became popular, his work on the greens has improved enormously, and his two children, who have now ambitions towards the long game, are starting out on their golfing careers as remarkably sound putters.

The value of the putting greens, quite apart from the quiet enjoyment they provide, is not likely to be denied, and he asserts that the Corporation might well consider the provision of a golf practice net in some of the open spaces in the city, or at the Braid Hills if it were thought desirable, where wooden club play in particular might be practised. His position is that he has little or no opportunity of visiting the private club of which he is a member except at the popular times, when the course is busy, and in these circumstances practice is almost impossible.

I am not at all sure that the Corporation would consider the project feasible, even with a small charge, but if there were a demand from a body of club members I should imagine that the request would not be difficult to meet by any club executive.

The First Rawness.

Certainly it is that for a novice a course is not always the most convenient place to learn the rudiments of the game, but almost invariably it is where the first steps in golf are laboriously made. If practice nets existed, the first rawness might be rubbed off before a beginner launched himself on a course, a start which might have a better effect upon subsequent play than that I have indicated.

The best of all entrances is to be virtually reared on a golf course, but then not all of us have golfing parents, and many never feel the glamour of the game until comparatively late in life.

A friend of mine confessed to me the other day that he never had a chance to handle a club in the days of his youth. His father, a keen angler, would have him pursue the gentle art, and all his holidays, short or long, were spent in piscatorial pursuits. Anglers may say "Lucky man," but he himself now admits that he was never really keen, and now that he has taken more ardently to golf, with the first suppleness of youth long since gone, the task has not been as easy, as it would have been fifteen or twenty years ago.

Drifting Casually.

Golf annals contain many instances of high honours, and even championship rank being attained by "late starters," but the preponderance of evidence in favour of success is all the other way.

What really matters, however, I think, is that late starters, as often as not lay up endless trouble for themselves by drifting casually into the game rather than taking the direct course of seeking instruction at competent hands.

They are too old to possess that imitative faculty that is the priceless possession of youth. How many great golfers have confessed that their golf in boyhood was moulded into a pattern for life by watching an outstanding player? Bobby Jones fashioned himself as a boy by following Stewart Maiden, the professional at his home course.

In another way, the same thing is apparent in the typical school of style, relative to certain golfing centres.

Who can measure, for example, the full extent of the influence exerted on young players on the Cheshire seaboard by the example of such outstanding personalities as John Ball and Harold Hilton? Every boy golfer has his hero, and it may be assumed that where he

has the opportunity of watching that hero play, the chances of him grasping the essential principles of the game are great.

On the other hand, the late starter is much less receptive to such influence, and his introduction to the game should be by tuition. That is too seldom done, and the services of a professional, as often as not, are sought only when bad golfing habits have been acquired and included in the learning the new, is the difficult task of a complete discard of the old.

Keen Americans. I had a letter the other day from a young Edinburgh man, who went out to the United States a year ago to enter the game professionally. He had not long to wait for a job, and he writes to say that he has been truly amazed with the demands made upon his time for teaching.

Early and late during the season he is kept busy, and the majority of his pupils are middle-aged business men. They are not content to remain potterers; they have an eye on the possibility of becoming "birdie shooters," and sooner or later they mean to attain that distinction.

Of course, the average business man in the United States has more money to spend on his pleasures than the golfer in this country. There is something more than that, however, in this determination to acquire skill—something essentially American.

Such tenacious devotion, however, may be carried too far, and in fashioning one's self so relentlessly, one may miss the real essence of the game—true enjoyment. —Sports Despatch.

DOG RACING.

THE BENEFITS OF CONTROL.

[By W. H. Clarke.]

It is pleasing to note that the powerful influence of the Press is being used in favour of the control of sport, and particularly greyhound racing. The matter was discussed with regard to the latter last year, but there was not the same necessity then because it was hoped all the new grounds would be affiliated with the Manchester Greyhound Company.

About five years ago a meeting was held in Manchester and it was decided to form an association to govern professional sport, or perhaps it would be better to say the principal minor sports, such as whippet racing and pedestrianism. Scotland took a similar step, and later Wales followed suit.

As in all matters of this description progress was slow, but it was sure, and gradually the association spread. To-day there is hardly a whippet ground in the country which is not run under the rules of the English National Professional Sports Association, of which I have the honour to be president; nearly every promoter, handicapper, and slipper is a member, and over 4,000 dogs are registered with the association.

Whippets at Ranelagh.

The work of the association in putting the sport on a higher plane and purifying it of such offences as "ringing-in" dogs was soon recognised, and how this was appreciated was shown when Lord Lonsdale offered to give two cups if the "Sporting Chronicle" would run their whippet championships at Ranelagh. Sir George Hastings repeated the invitation last year, Lord Lonsdale again gave the cups, and the Duchess of Newcastle on both occasions acted as referee.

Dog racing was never so popular as it is to-day, but what I want to show is the extreme value of control. There are from 600 to 800 racing whippets in London, but of course the great home of the sport is in the north. Since the English association was formed over a dozen grounds have been opened in Liverpool, the Cheshire side, of the Mersey, and North Wales, while numerous fresh enclosures have been opened out in Yorkshire, Staffordshire, Nottingham, and Hertfordshire.

Now a new step has been taken, for the English, Scottish, and Welsh associations, together with the Northern Trotting Association, the Racing Association, which controls galloping, and also the Professional Wrestling Association have formed an International Federation, with the intention, among other things, of strengthening professional sport, fighting its enemies, and recognising each other's suspensions, so that wrongdoers cannot drift from one sport to another.

Those at the head of the biggest greyhound company, which controls Manchester, London, etc., are, at any rate, in sympathy with the aims and object of the International Federation, and it is quite

OLYMPIC GAMES.

ARTICLES BY FRED W. PARKER.

SWEDEN'S TURN.

Continuing his series of articles on the history of the Olympic Games, which he is writing specially for the "Athletic News" in view of this year's festival at Amsterdam, Mr. Fred W. Parker deals below with the great 1912 Stockholm Olympiad, and reveals the true story of Britain's relay triumph.

Sweden has undertaken to stage the fifth Olympiad on a somewhat less lavish scale than the London celebration, but circumstances are occasionally stronger than the best intentions. Again we had twelve full days in the Stadium, a magnificent and costly structure that could challenge comparison with any of its forerunners.

There was no Sunday "break" at Stockholm—indeed, the Sabbath programmes were particularly full ones. The daily start at 9.30 proved a trifle too early for some of the men; they were absent at the roll-call.

And twelve hours later, on certain days, we were watching the closing stages of the football matches. "Strenuous, Stockholm," would have been a suitable telegraphic address.

A Sweltering Sabbath. The Marathon was run on the second Sunday. There was no extra half-hour in bed for some, for the middle-weight wrestling final was at 8.30 a.m. that day.

As was the case in London, Marathon day was by far the hottest of any during the Games. The glass in the deep shade of the stadium arch hovered about the 100 degrees mark.

Probably the heat suited the South Africans, who finished first and second. Perhaps it was fortunate the stalwart McArthur proved the winner. Big man, he was visibly flustered under the burden of the huge garland of evergreen thrown over his shoulders as he entered the stadium.

He managed to carry the incusbus past the post before falling, but a smaller man might have found it like the "last straw" at the end of a long struggle in that killing heat. Our two wins at Stockholm, 1,500 metres and the short relay, were both due in a great measure to careful planning. The tactics to be adopted by our two "hopes" in the longer race had been the theme of many a long confab in the privacy of their bedroom.

The self sacrifice of P. J. Baker, and the splendid way in which he "nursed" and sheltered his rival "blue" and compatriot, A. N. Jackson, is too well known to need enlarging upon now.

Bedroom Discussions. Similarly, the relay win was earned by careful planning. There were several conferences in the bedroom jointly occupied by E. H. Pelling and myself—there was no place for a quiet talk in the Stockholm hotel except in one's sleeping apartment. Order of running, the better men round the curves, and along the straights, best beginner, best finisher: all were fully thrashed out before daily practising the approved order commenced.

Absurd rumours were current later as to the "haphazard methods" of our winning relay team, but the above are the actual facts. Three Olympic records which still stand were put up at Stockholm. J. E. Meredith (American), 1 min. 51.9-10 sec. for the 800 metres, M. McGrath's 177ft. 7 in. in the hammer, and the Canadian, Goulding's time in the walk was not approached either at Antwerp or Paris.

Sweden came out top with a total of 136 points, America second with 124, and Britain third with 76. Those are the official figures.

Whether a first in, say, revolver shooting should count as many points as Meredith's world's record performance or McArthur's Marathon win is possibly open to question.

INTERPORT TENNIS.

TWO MORE SHANGHAI SUCCESSES.

Shanghai, Yesterday. In the Interport tennis Rasmussen beat Redmond 6-0, 6-3, 4-6, 6-4, and Doctor Duck beat Fincher 6-1, 6-3, 6-4.—Reuter.

possible when their own board of control is formed, as I believe it will be, they will become affiliated with the federation to work for the one common object—to keep sport pure.

Much good work can be done and "welching" could be considerably decreased, because with all bodies working together the man warned-off one ground would not be allowed to operate on any other under the general control.

TEASERS.

Answers to To-day's Questions.

1. John Dunmore Lang, who arrived in May, 1823.
2. The food rained down from heaven for the children of Israel in the wilderness.
3. One of the segments or faces into which the surface of a gem is cut to increase its brilliancy.
4. Moses.
5. The Titanic.
6. Job.

ITALY'S GRANARY.

FUTURE OF TRIPOLI, ONE-TIME GRANARY OF ROMAN EMPIRE.

ITALIAN KING'S VISIT.

The recent visit of the King of Italy to Tripoli has been something more than a mere ceremonial tour. It is the complement of Signor Mussolini's visit two years ago. Without the least historical exaggeration it can be asserted that the coming of Signor Mussolini marked the awakening of Italy's consciousness that she is a Colonial Power with Colonial responsibilities. That awakening has been followed up by two years of intense labour and progress. It is accordingly a fact that King Victor came here; and the nation accepts the ceremonies as a token of still more labour and progress to come.

It is in her own Colonies that Fascist Italy is urging penetration. It is in the reclaiming of the one-time granary of the Roman Empire that she is making her expansion and is directing the flow of her Continental population, writes a special correspondent from Tripoli to the "Morning Post."

While Count Volpi was Governor his industrial and financial genius reconstructed Tripoli as an up-to-date port, an outlet for the new found commercial productiveness of the Tripolitan area, and a starting-point for the traffic routes into the African hinterland. Without abandoning such gains the present Governor, General de Bono, plus his faith in the agricultural future of the Colony, and he has shown to King Victor the work already done in reclaiming the land for productive efforts.

Room For 30,000 Families.

Apart from the already developed cultivation in the oases, the Italian Government works hand in hand with the new settlers at the task of getting the best out of the soil. Farm land is not given outright to the newcomer, but is vested in him and his family in the form of concessions, which carry an obligation on the part of the Government to train the settler and his farm workers at the experimental agricultural stations, to give advice and practical help in the development of his land and to furnish him, under special conditions, with the requisite seeds and implements in keeping with the quality of his concession. The settler in return is bound to give an account of his stewardship. If he has failed by the end of each year to show adequate progress, the acreage of his concession is relatively cut down; if he has made good use of his opportunities further lands are added to his boundaries.

To-day there are roughly three hundred major concessionaires who cultivate over a hundred thousand square miles of land. Among these are many native landowners who have proved their title to the land by inheritance, acquisition, or agricultural ability. The present scheme of expansion aims at settling 80,000 families of selected contadini on the land, and for these, divided into groups, there are lots awaiting of about a thousand acres each. By October of this year it is hoped to have 2,000 new families in the Colony.

FUTILITY OF STRIKES

DR. A. BESANT DEPRECATES POSITION.

Madras, May 10.

A strong plea against the strike was entered this afternoon by Dr. Annie Besant at a crowded Labour Union meeting, at which she warned the audience of the futility of strikes, giving the instance of the British general stoppage, and urged Indian labour to follow America's example in putting up their earnings for starting industries on a co-operative basis under Labour auspices.

Referring to the Moscow aid she declared that the system there was breaking and that they were trying to get money from European capitalists.

She added that those who were getting money from Moscow with a view to instigate labour would let down the latter.

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BEER.

Sole Agents for Hong Kong

WING ON CO., LTD.

STRENUOUSNESS.

HOW WE TACKLE OUR SPORTS.

[By Edith Shackleton.]

After many years of steady toil a woman had reached a minor altitude at which she became visible to the compilers of a certain biographical reference book, and so they sent for a form to fill up. Being a truthful and tidy woman, she replied carefully to all the questions about parentage, upbringing, career and heir to title, and with equal care, when she came to the space opposite "Recreations," she wrote "Stealing Ducks."

"Why, you never stole a duck in your life," said an indignant, literal friend who saw the form, but another with a better memory supplied the rest of the familiar quotation from Whatshismame's English Grammar: "God has given you health and strength, instead of which you go about stealing ducks."

"I should have thought there would be lots of duckstealers," said the woman who had become an incontinent. "Who," but when she turned over some pages of the book to which she was to contribute she found that all the celebrities neatly played golf or travelled abroad, or, with a fine, healthy air, confessed to "Walking."

"All the same," she mused, "I don't believe it. Celebrities may do all these things, but I doubt if they recreate themselves thereby. I daresay they all have to steal ducks as much as I do. I never have time to play golf and tennis because nobody any longer plays these games as people did when I was a child, and a game was something done for fun in which anybody could join without previous experience or highly-specialised costume or intricate time-tables.

"All games are now so highly organised and fiercely played that those who play them must return to their work with a sense of relief in its comparative fantasy and humour, and in the flexibility of its rules and conditions.

"If one has a hardish life one's recreations must have a flavour of indulgence and delight. Turning out to a daily job year after year teaches all one needs to know about keeping fit without the discipline of tennis and golf matches. Reading is not a recreation in the Who's Who sense of the word, because it is not really an "extra." Like most people, I have to read just as I have to eat and sleep.

"A good dinner is a recreation, by just as a good book is, but nobody thinks of putting 'eating' with their other recreations. Even music and the plays scarcely count as recreations. They are too much intertwined with the general fabric of even a moderately cultured life. The real recreations are the things that come by accident or by a deliberate stepping aside from the usual path.

"I would not put 'Selling' among my recreations, but one of the best ducks I ever stole was on a day when I was left ashore by a small yacht crew on account of over-crowding, and I consoled myself with making a perfectly good voyage round the point to the next harbour in a dinghy by means of a travelling rug tied to an oar.

"And there was the time when my coach on the train from Turin wasn't booked during the night at Dijon, and I found myself travelling to Bordeaux instead of Paris next morning. I was dropped in an old un-touristy town in the middle of France that I had never hoped to be able to see; and there I pattered nearly all day until the Paris train came in, making discoveries about the everyday life of the town. I still remember the delicious luncheon I ate with the local big-wigs at the only hotel.

"Then there are the ducks you try to keep secret because everybody says you are a complete idiot to allow yourself to steal them—though I daresay they all steal some of the same bred themselves sometimes. They are the sudden bouts of house-painting, of upholstery or dressmaking, I have now and then in defiance of good sense and economy. I know experts who are less highly paid than I am can make dining-room curtains, or paint the doors yellow, or make a striped silk, dinner-gown better than I can, but if I couldn't dabble in other people's work—now and then I should burst."

"Perhaps it would be better," one of the friends suggested, "to make it 'instead-of-whiching.' It doesn't do to be too obscure."

"No," agreed the duck-stealer, "it doesn't." And she drew her pen through her first entry in the "Recreations" space and wrote: "Tennis. Golf. Walking."—"Evening Standard."

The Cambridgeshire County A.A.A. have decided their first 10-miles road walking championship, which was won by C. Morley, of the Cambridge Walking Club, in 1 hr. 28 min. 22 sec.

T. Goddard, the Gloucester Wagon Works and Gloucestershire bowler, has obtained a six-months appointment on the ground staff at Lord's.

WAS IN HOSPITAL OVER A MONTH WITH RHEUMATISM.

Nothing Could Cure Him Until He Took DR. WILLIAMS' PINK PILLS.

Mr. Alexander Beuther, of 1111 Hanbury Road, Shanghai, is a marine engineer by profession, and has been serving on ships on the China coast for the past seventeen years. It was a very serious matter for him when acute rheumatism incapacitated him from work. Now, thanks to Dr. Williams' Pink Pills he is cured. Mr. Beuther states:—

"For more than a year I was a terrible sufferer from acute rheumatism. My feet and legs were so swollen that it was only with great difficulty I could move about. In bad weather the pains grew worse. The ligaments and joints of my left foot were so stiffly drawn that I could scarcely bend the foot without great suffering."

"I consulted a number of doctors and used the various medicines, ointments, and lotions they prescribed, but all failed to bring me permanent relief. Then I had treatment at the Shanghai General Hospital for over a month, but this also did me no good—for when I left I was in the same bad condition as before."

"At last on advice, I began to take Dr. Williams' Pink Pills. When I had taken a bottle I not only felt much better in my feet, but all over my entire body. So I continued with the treatment until

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 3/4
Bank, on demand ...	2/- 13/16
Bank 30 days' sight ..	—
Bank, 4 months' sight 2/1	—
Credits, 4 months' sight	2/1 3/4
Documentary 4 months' sight	2/1 1/4
On Paris—	
On demand	128 1/2
Credits 4 months' sight 135 1/2	—
On Berlin—	
On demand	—
On New York—	
On demand	50 1/2
Credits, 60 days' sight 52 1/2	—
On Bombay—	
Wire	137 3/4
On demand	137 3/4
On Calcutta—	
Wire	137 3/4
On demand	137 3/4
On Singapore—	
On demand	89 1/4
On Manila—	
On demand	101 1/4
On Shanghai—	
On demand	74 1/4
30 days' sight (private paper)	—
On Yokohama—	
On demand	107 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.35
Silver (per oz.)	27 3/4
Bar Silver in Hong Kong	5% prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin ..	32 1/2% dis.
Hong Kong Sub. Coin Par.	—

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange.
T.T. on London	2 1/4
T.T. on Shanghai	7 1/4
Bank.	—
Hongkong Bank	\$128 1/2 n
do. Lon. Reg.	\$128 1/2 n
Chartered Bank	\$121 n
Mercantile & A.	\$121 n
do. C.	\$121 n
P. & O. Bank	\$121 n
Bank of East Asia	\$76 n
Insurance.	—
Canton Insurance	\$320 s
Union Insurance	\$324 b & s
North China Insurance	\$320 n
Yankee Insurance	\$320 n
China Underwriters	\$324 n
China Fire Insurance	\$320 b
H.K. Fire Insurance	\$740 n
Shipping.	—
Douglas	\$324 b
H.K. Steamships	\$324 s
H.K. Tugs & Lighters	\$214 n
Indo-China (Pref.)	\$37 b
Shell Transport	\$37 n
Water-works	\$20 1/2 s
Mining.	—
Banquet	\$14 n
Kailan Mining Ad.	\$67 n
Langkat (Comb.)	\$120 n
do. (Single)	\$75 n
Shanghai Exploration	\$72 n
Shanghai Loans	\$74 s
Rails	\$84 n
Trench Mines	\$176 n
Docks & Wharves.	—
H.K. & W. Wharves	\$130 1/4 n
H.K. & W. Docks	\$34 1/2 n
China Providents	\$5 b
Hongkong	\$710 b
New Engineering	\$75 n
Tennis. Golf. Walking. "Evening Standard."	—
Cotton Mills.	—
Fwo Cottons	\$73 n
Calcutta Cottons	\$72 n
Shal Cottons (Old)	\$71 1/2 n
do. (New)	\$72 1/2 n
Lands, Hotels & Elders.	—
H. & S. Hotels	\$3.35 s 9% ss
Hongkong Lands	\$3.35 s 8% ss
Shanghai Lands	\$744 b
Hongkong Estates	\$144 n
Hongkong Realities	\$34 b 8% ss
H.K. Territorials	—
Public Utilities.	—
H.K. Tramways	\$24 b 2 1/4% ss
Park Tram (Old)	\$144 n
Park Tram (New)	\$34 n
Star Ferries	\$64 n
China Lights (comb.)	—
do. (New)	\$10.85 b
do. 1022 lamps	\$104 b 10% ss
H.K. Electric	\$204 b 70 ss
Wan Electric	\$204 b
H.K. Telephone	\$34 b 6 ss
China Buses	\$70 n
Singapore Tractors	\$90 b
Industrials.	—
China Siam	\$24 n
Yankee Siam	\$24 n
Canton Tea	\$4 n
Cements (comb.)	\$34 b 8 ss
do. (Old)	\$144 n
do. (New)	\$140 b 1.80 ss
H. & S. (Old)	\$74 n
do. (New)	\$100 n
United Asbestos	\$10 n
Rivers, Etc.	—
Daily Farms	\$214 s
Water	\$144 n
Der A. Wines	\$50 n
Fine. Crawford	\$34 n
Macintosh	\$34 n

Of INTEREST TO MOTORISTS

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and TEAM PRIZE
DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)
Also won on B.S.A. in 1926.

B.S.A.'s won the
COLMORE CUP

2 years out of 3—in 1926 and 1928

In the Paris-Nice Trial B.S.A.'s won
TEAM PRIZE

for 5th year in succession and

3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.
Sole Agents.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Vœux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 14-15, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

WOMEN.

ARE MOTORWISE NOW.

NEW FEMININE KNOWLEDGE

"Reports from dealers have been indicating for some time that a noticeably large proportion of all new Chryslers sold are going to feminine drivers," said J. W. Frazer, Chrysler Sales Manager, in a recent statement, a copy of which has been received by Messrs. A. Lung & Co.

"They are bought either directly by women for their own use or as presents from male members of the family, in line with the growing custom of having a second car in the garage for the women folks. This second car habit, I believe, accounts to a very large extent for the popularity of our '52' and '62' models are enjoying, the roadsters, coupes and coaches in these models being especially popular with women drivers.

"Automobile dealers used to say that women were moved by style in their preference for cars. This is still true. The bright colours of this year's Chryslers have undoubtedly played a large part in feminine selection, as have also their dashing lines, high grade upholstery and attractive interior fittings.

"But it is becoming more and more evident that women are awayed nowadays by the same influences that decide men's choice of cars. They are getting to be more motorwise all the time. They still want snap and style, probably just as much as ever before, but they are more apt to lift the hood now before they buy—and they quite frequently know just what they ought to find under it, too. They are as well posted as many men on mechanical details, we find. They insist on power, speed and handling ease as motor car requirements.

"Most women used to hesitate before braving the risks of driving in congested streets but they are finding that the infrequent necessity for shifting gears and the speedy pick-up available in Chrysler cars remove much of the danger of traffic driving.

"Ease of parking also enables them to drive right down town on shopping tours, while comfortably postured seating arrangements in the '52' and '62' cars make these models ideal for longer trips by eliminating the fatigue formerly resulting from prolonged drives.

"The combination of power, speed and handling ease with style and luxury of appointments offered in Chrysler cars is unquestionably a leading factor in the increased feminine demand evident in our heavy sales reports this season."

WITH WIRELESS.

CHEVROLETS RUNNING FROM CAIRO TO CAPE TOWN.

Fifty years ago when Henry M. Stanley was sent into the wilds of Africa by the "New York Herald" to search for the long missing Livingstone, messages were received from him at long intervals until the final one when he stood on the jungle's edge. Then he and his expedition were plunged into the silent sea of tropical vegetation and were swallowed up as completely as if it had been the ocean at its deepest spot. Months passed, weary months of speculation and worry before Stanley emerged from the jungle with this thrilling story.

At the present moment an expedition is making its way from Capetown to Cairo, traversing much of the territory in which Stanley was cut off from the world for so many months. This present day expedition, instead of the traditional African safari of native porters, depends for its transportation on a Chevrolet truck and sedan. On the truck is a portable wireless set with the all letters ASM and from the jungle trails of Africa messages of the progress of the party are daily sent to the offices of the General Motors Export Company. One of the latest messages from the jungle chronicles the fact that the expedition is "crossing the Limpopo River. Heavy rains making roads almost impassable. The Chevrolet adventurers are compelled to float their cars across the great unbridged African streams on portable rafts, mounted on native canoes. There is still plenty of adventure in this Cape to Cairo trip, but thanks to modern invention, the argonauts are never out of touch with civilisation.

MODEST INCOMES.

NOW MOTORIALLY CATERED FOR.

MODERN LIGHT CAR.

The motorist whose income will not permit indulgence in high-priced cars is leaning forward eagerly and displaying a pleased expression these days, as he watches new cars appearing on the market offering fine car features in light cars, at prices within his reach. Those who could not previously afford a fine car and who would not bother with the type of car offered at a very low price, are now eagerly in the market for one of the light cars of fine quality now for the first time offered at a low price. In fact, people who never before thought of buying a motor car at all are this year thronging the show rooms and considering the purchase of their first motor cars. The manufacturers of the Overland Whippet have tapped a great new reservoir of public interest with their "quality car at lowest prices."

Immediately following the slashing price reductions in the Whippet Motor cars, placing them directly in price competition with the lowest priced cars ever manufactured in the U.S.A., approximately two million persons visited the various showrooms, where these perfected Whippets were on display. This outpouring equals the interest displayed when the Whippet was first presented to the public about 18 months ago, which set a record at that time for public interest in a new product.

Reports are pouring into the executive offices of the Willys-Overland, Inc. that indicate the interest of the public is centred in the perfected Whippet, this fact being borne out by the sales volume that has resulted, being far in excess of the expectations of company sales executives.

It is said that never before in the history of the automobile industry has a price reduction on a car that had been before the public for more than a year, brought about such a notable reception in every section of the nation.

Reports also indicate that in the higher ranges of cars, there is a decided trend toward Willys-Knight models, which have been presented for 1928 with numerous refinements. Unusual interest, it is said, is being exhibited in the new Willys-Knight Standard Six, the first car powered by a Willys-Knight six cylinder sleeve valve engine to sell in the low priced six class.

More than 200,000 visited the main New York sales rooms.

Atlanta, Ga., U.S.A., reported an attendance of more than 500 a day with a complete sell-out of cars in stock, while dealers in the adjacent territory placed orders for the immediate delivery of 350 Whippets to fill the order of buyers.

Despite the heavy snowstorms in St. Paul, Minn., U.S.A., thousands came to see the perfected Whippets following the price cut with many orders resulting. This same interest held true throughout other snowbound regions.

A total of 30,000 visited the dealer showrooms in San Francisco in three days.

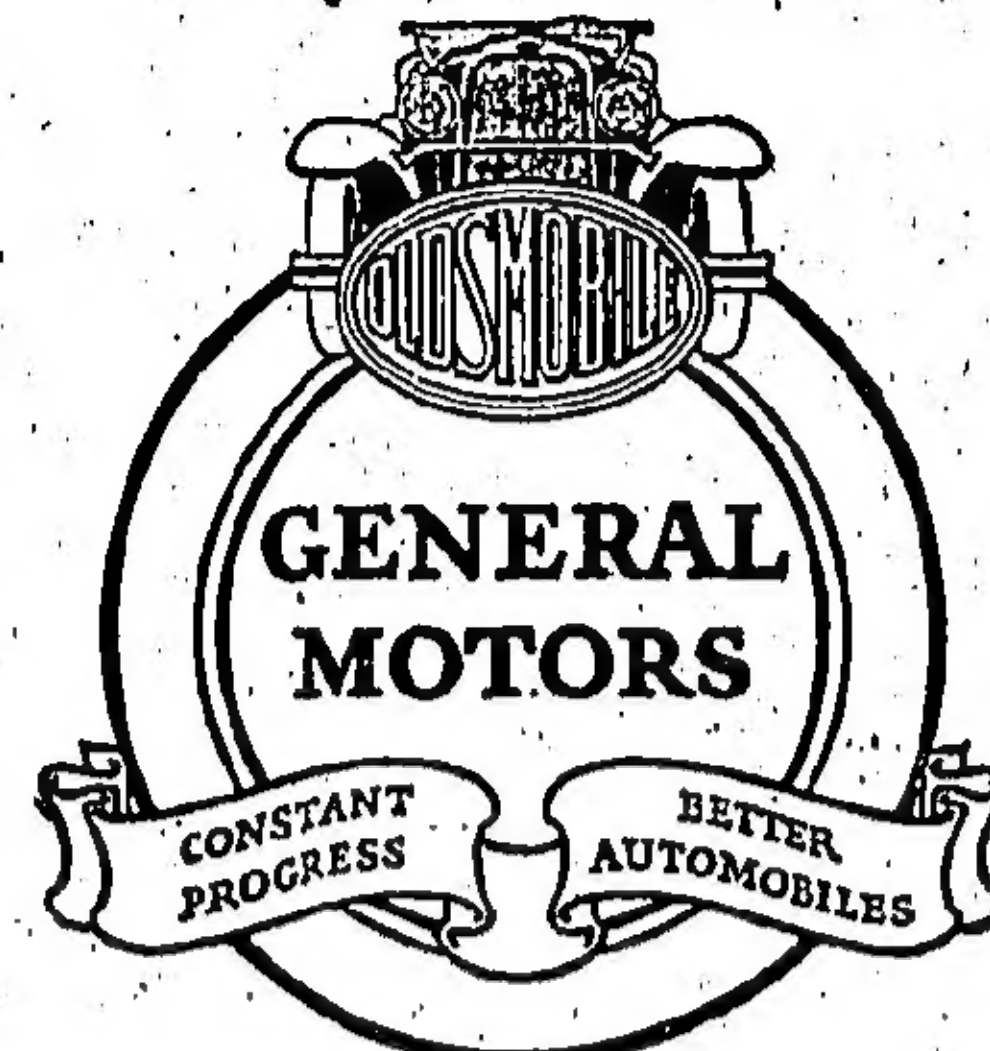
In Detroit, Michigan, U.S.A., 15,000 came to see the Whippets with the dealers booking scores and scores of orders.

From every point throughout the U.S.A. the dealers report that the same enthusiasm is being shown in the Whippet as has been shown here since the price cut. This has resulted in a sales volume never before attained at this season of the year with every indication that capacity production will be necessary at the Willys-Overland plants for months to come to keep pace with the demand of the motor car buyers of the nation.

BRITISH CARS ABSENT.

Geneva, March 16. An international motor-car and cycle exhibition was opened today in the Palais des Expositions in this city. Whilst the United States is showing 33 different makes of cars, France 30, Germany 10, Italy 7, and Switzerland 7, Britain is represented by only three makes out of a total of 100. The lack of British interest in Switzerland as a market for cars is much commented on to-day.

In the motor-cycle section Britain is better represented, showing 22 out of a total of 46 makes exhibited by the various countries. France is second with 10.



To-day you may see
a fine car of low price

The new car has a four bearing crankshaft, with a new successful principle for eliminating crankshaft vibration in six cylinder cars; four wheel positive mechanical brakes. The engine is rubber mounted to isolate all vibration from the chassis and body.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 33 Wong Nei Chung Road.
Telephone Central 3500 33 Des Vœux Road Central.

IT IS A GENERAL MOTORS CAR.

\$50 MOTOR-CAR.

AMERICAN'S HUNT FOR NEW INVENTIONS.

Mr. W. B. Khan, a prominent New York patent agent, who is making his 45th visit to Europe in search of new inventions, said that his firm is offered 5,000 inventions every year from all parts of the world—but it is still necessary to search for others. He aided:

New inventions in silk, in radio, in motor-cars, and the like are the things on which great fortunes are founded. I have found that in the last two or three years British manufacturers are showing themselves far more ready to adopt new inventions and develop them than they were fifteen years ago.

One of the latest inventions of which I have personal knowledge is a two-seater motor-car which is to sell at \$50. It is to be marketed by a new company. Another new invention in which the United States Government is displaying great interest is an aeroplane engine far lighter than previously known. Plans are completed for making a popular price aeroplane to sell at less than \$200.

MOTOR SHOW.

SWISS MARKET FOR BRITISH CARS.

Geneva.—The Geneva International Motor Show, which is now the second in importance on the Continent, was opened on March 16. It is larger than last year, as it includes the exhibits of 87 motor-car, 22 motor lorry, 35 motor-cycle, seven coachwork, and 97 appliance and equipment factories. Those in the motor-car section include displays by 33 American, 29 French, nine German.

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REPLACEMENT PARTS

TOOLS AND SHOP SUPPLIES

Articles sold are superior quality—backed by our guarantee of satisfaction and smiling service—and our prices are lower through our large volume, right buying and economical operation.

Sole Agents for:—

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Miller Rubber Accessories
Raleigh Motor Cycles
Royal Enfield Motor Cycles
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New Hudson Motor Cycles

Wholesale and Dealers for:—

Motor Car Spare Parts
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Our Motto:—

Good Service. Small Profit—big sale.
Cheap price & Good Quality.

A. LUNG & CO.,

SHOW ROOM
SERVICE STATION

19, Queen's Road Central
Telephone C. 1219
Percival St. Wanchai
Telephone C. 4318

KEEPS GOING UP.

RECORD PREDICTED FOR
GENERAL MOTORS.

NEW SALES.

Before leaving New York for Europe, John J. Raskob, chairman of the finance committee of General Motors, predicted new records for the corporation in sales and earnings and also expressed confidence in the automobile situation in general.

"Since the first of the year," said Mr. Raskob, "the automotive industry has increased its operation at a rate which indicates that all former records will be broken by production in 1928. The buying public is responding in a most satisfactory manner to the greater values which are being offered."

"General Motors is getting its full share of the increasing business. Our sales are running about 25 per cent. ahead of the corresponding period of 1927. I consider this showing remarkable in view of the records which the corporation has made during the last few years."

"Notwithstanding that prices of our products are lower and values are greater than ever before, earnings are establishing new records. Profits during the first quarter of the year exceeded those of any corresponding former period."

"Our business in foreign countries is also showing large gains. We are steadily increasing our facilities abroad. Last year our foreign business was valued at more than \$170,000,000, which was more than eight times the volume done five years ago. We are now represented in 104 countries outside of the United States."

Commenting on the corporation's financial outlook, Mr. Raskob said: "General Motors will earn approximately \$70,000,000 after all charges and taxes in the first quarter of the year, or the equivalent of \$4 per share, and should show about \$9 a share for the first six months of 1928."

"Our current operations," he said, "are running 30 per cent. ahead of the same period of 1927 and I should not be surprised to see this rate of increase continue through the first half of this year."

Commenting on the recent appreciation in General Motors shares, Mr. Raskob said that, in his opinion, the present price level was well justified, and that, provided the market held up, General Motors stock was bound to go high."

"General Motors shares according to the Dow Jones & Co. average," Mr. Raskob remarked, "should sell at fifteen times earnings power, or in the neighbourhood of \$225 a share, whereas, at present level of \$186 they sell at approximately twelve times current earnings."

TYRE REPAIRS.

WHAT LOCAL DEALER
SAYS.

"If you really want to know tyres, talk to the men who repair them." That is the advice of C. Lauritsen of the Dragon Motor Car Company, Ltd.

"They can quickly tell you what kinds of tyres are in the shop most often for repairs, as well as those they see the least. Just ask them to point out the weak spots that cause tyres to fail."

"You can puncture any tyre, for there are many sharp objects much harder than rubber, which can be forced through it. But some tyres puncture much easier than others because of poor construction. This often leads to quick and costly failure of the tyres. Moisture penetrates the hole, rots the plies and the tyre soon gives away."

"Rim cuts, rut wear, bruises, ply separation and bead failure are other troubles that bring tyres to the repair shop. Then we get a chance to see what they are made of and why they 'go bad'."

"Our repair men say that Firestone gum-dipped tyres experience less trouble than any other brand of tyres. We have known that for a long time; in fact it is an important reason why we are selling them."

"Firestone tyres escape many of the ordinary tyre troubles because the cords are gum-dipped. Before the cord fabric goes through the regular, or standard routine, used in building tyres, it is first dipped in liquid rubber. This thoroughly coats each fibre and strand with rubber, a protection against friction and heat when the tyre gets into service."

"The gum-dipping also has much to do with the cementing or binding together of the layers or plies of the tyre, into a compact, permanent, flexible whole, when the newly built tyre is cured, or vulcanised. And with such perfect adhesion there is very little tyre trouble."

"With ordinary cars Firestone tyres give thousands of miles of trouble-free service. And as to comfort, safety and economy they lead the entire field."

HUGE GARAGE.

FOR THEATRE-
GOERS.

TO HOUSE 1,000 CARS.

London is to have a palatial garage which will accommodate 1,000 cars. It is to be constructed within a few minutes' walk of Piccadilly Circus—at the corner of Lexington-street and Little Pulteney-street—and the cost will be in the neighbourhood of £130,000. This and other garages to be provided will go a long way to settle the ever-growing problem of car-parking in London.

Mr. Cecil A. Levy, a partner of the firm of Yates and Yates, Hanover-square, told a "Morning Post" representative that the garage near Piccadilly-circus would be the largest and most luxurious of four garages which have been built or are in the course of construction in London. It will be in the heart of Westminster where the demand for accommodation is the greatest, since there are so many theatres and other places of entertainment in the neighbourhood of the Circus, Bath and Dressing Rooms.

The clearance of the site will be proceeded with forthwith, and will involve a number of old buildings which cover approximately 25,000 square feet. It is hoped to have a portion of the garage ready for the reception of cars in September, and to complete the building early in the New Year.

The building will be fitted with bath-rooms, dressing-rooms, a canteen, for chauffeurs, repair shop, and a petrol station. It is claimed that it will be so constructed as to allow the removal in an emergency of the full complement of 1,000 cars in 20 minutes.

The garage will have exits to four streets. Under normal conditions a car should be able to get clear within a few seconds. There will be no lifts—ramps, a gradual slope or inclined plane, will be used to move cars from floor to floor. A flat roof will provide further accommodation.

When complete, this garage will be the most up-to-date in Europe.

Other garages are to be provided in Finchley-road, Kensington-place, St. John's Wood-road, and Davies-street, Berkeley-square. The acquisition of all the properties will involve £150,000. The scheme is financed by a North-country syndicate.

TRAFFIC RULES.

SHOULD GIVE PEDESTRIAN
"50-50 BREAK."[By Walter P. Chrysler, President
of the Chrysler Corporation.]

Seventy per cent. of all traffic fatalities result from collisions between motor vehicles and pedestrians. It follows that any helpful plan to segregate motor vehicular and pedestrian traffic must necessarily command attention. To-day we have motor vehicular control. The movements of passenger cars, trucks and buses are regulated in most communities by electric lights, hand semaphores operated by traffic officers, and by signals given by traffic policemen. But in most cities we haven't much in the way of pedestrian control.

I have often thought that "pedestrian control" is probably an unfortunate expression. It seems to carry with it the idea that some one is trying to deprive the pedestrian of some of his rights. The plain truth is that the advocate of pedestrian control simply wishes to get into the pedestrian's mind that traffic rules, regulations and signals are equally as much for his safety and convenience as they are for the motorist.

American cities can well afford to study the experience of Los Angeles, which has learned that pedestrian control is, like practically every other safety measure, a matter of education. As pointed out by E. B. Leferts, manager of the public safety section of the Automobile Club of Southern California, pedestrian control in Los Angeles had to travel a long and tortuous path before a practical plan was finally enacted into an ordinance.

Over a period of three years it was introduced three different times in the city council. Each time it was vetoed by the mayor. Naturally, each time it came before the council it attracted a great deal of newspaper attention and was quite thoroughly discussed on the city streets.

Sufficient favourable sentiment was finally developed so that it was possible the third time to pass it over the mayor's veto. At the same time, in addition to pedestrian regulation, the entire traffic ordinance was revised and simplified. The newspapers, the radio and other mediums all paid considerable attention to the plan. Just what it was proposed to do was brought repeatedly to the public's attention.

Complete control both of pedestrians and automobiles followed a series of experiments in dividing the right-of-way between the motor vehicle and the pedestrian. For a long time Los Angeles has had a regulation compelling automobiles to stop behind standing cars, which provides protection to pedestrians desiring to board or alight. Next, primarily to protect school children, white lines were drawn across streets where large numbers of children regularly crossed. Motorists were required to stop before crossing these lines. This was not successful, because it compelled many motorists to come to a full stop during hours when there was no need for this precaution.

Los Angeles finally adopted the present regulation, which calls for the prolongation of the sidewalk lines across the street. These lines are divided in the centre by another white line, making in effect an elongated letter "H" between the curbs, with the cross bar of the letter in the centre of the street. The motorist is compelled to stop and remain standing while a pedestrian is in that half of the lane on the side of the street on which the motorist is travelling until the pedestrian has passed beyond the path of the vehicle.

Los Angeles' next step was to separate pedestrian and vehicular traffic by constructing pedestrian tunnels. An approved bond issue of \$350,000 has made possible the building of 40 of these tunnels, practically all of which have been completed.

Los Angeles' experience is particularly worthy of study when it is remembered that in Los Angeles County alone are nearly 650,000 automobiles—a car to every two and a fraction persons.

Mr. Leferts makes an observation which is of particular interest to the motorist. The pedestrian, he says, does not resent being regulated when he realises he is getting a "50-50 break" with the motorist. This equality is achieved, he explains, when the pedestrian is not required to wait an unreasonable length of time on the corner, and is given some protection when he happens to be in the centre of the street when the signal changes. In Los Angeles, it appears, the practicability of pedestrian control is being definitely demonstrated.

NEW MODELS.

THE 12-24 CITROEN.

The chassis of the 12-24 Citroen is very substantially built, and the car, in the course of a trial run, proved silent, flexible, and smooth-running. The car is very conveniently fitted with speedometer, clock, oil gauge, petrol gauge and other devices arranged on the dashboard, and is possessed of very light steering. The engine develops sufficient power to ascend hills on top gear without any apparent effort, and the springing system, reinforced by shock absorbers, carried the body with a minimum of discomfort. Four-wheel brakes are fitted, and are very effective.

Engine, clutch, and gearbox of the four-cylinders cast in bloc. The bore is 70mm, and the stroke 100 mm., giving a capacity of 1,539 c.c. The cylinder block, which is of cast iron, is fitted with a detachable head. Aluminium pistons are fitted. The inlet and exhaust valves are of the side by side type, operated from the camshaft by adjustable tappets. Helical timing gears are incorporated. Lubrication is by pump system, the oil being delivered under pressure to the crankshaft and camshaft bearings. Ignition is by high-tension magneto with fixed firing point. An air strainer is provided for easy starting. Thermo-siphon cooling is fitted, and the radiator presents a square surface, and not the "Y" front previously associated with Citroen cars.

The clutch is of the single dry-plate, provision being allowed for adjustment of the clutch springs. The gearbox provides for three forward speeds and reverse, with direct drive on top gear, the ratios being 15.3 to 1 for first speed, 8.8 to 1 for second speed, 4.8 to 1 for top speed, and 20.5 to 1 for reverse. Transmission from the gearbox to the back axle is by a tabular propeller shaft, fitted with flexible joints, and a special shaft-centring device.

The final drive is by Gleason spiral drive gears, the differential being of the bevel type. A banjo type back axle is mounted on ball bearings of ample size, and provision is allowed for easy adjustment of the bevel pinion and crown wheel. The front axle is high tensile steel forging, specially strengthened for front wheel brakes. The steering gear is of the worm and worm wheel lever type, ensuring insulation from road shocks, and the suspension is by long semi-elliptic springs, the rear springs being employed to

"52" MODEL.

LOWEST PRICE CAR SO
EQUIPPED.

CHRYSLER FACTS.

Announcement that four wheel brakes of the hydraulic type are now available for Chrysler cars of the "52" model has been received from the Chrysler Sales Corporation.

The addition makes the Chrysler "52" the lowest priced car in the world provided with hydraulic four-wheel brakes, according to an accompanying statement by J. W. Frazer, Chrysler Sales Manager, which says that the feature is available as optional equipment for all "52" cars at an added nominal cost of \$25.

"Chrysler-Lockheed hydraulic four-wheel brakes have been an outstanding factor in the phenomenal popularity of all our six cylinder cars ever since their introduction," says Mr. Frazer's statement, "and we regard their extension to the '52' as one of the most striking examples yet made of the advantages of Chrysler's unique manufacturing methods."

"With this equipment the '52' is the lowest priced car in the world provided with hydraulic four-wheel brakes. The result has been made possible through the Standardised Quality policy which governs all Chrysler manufacturing operations and passes a long list of refinements and innovations along from the higher priced models to the lowest priced. Among these one of the most notable is the hydraulic braking system which Chrysler was the first to introduce into the moderate price automobile field and which we adopted after a prolonged study of every existing braking method and perfected by means of an exhaustive series of experiments."

"The economical price of the Chrysler '52'—with Chrysler performance and quality unchanged—greatly increased the market for this model by reason of the fact that it offered size, appearance, comfort and performance never before available at so low a price."

"We are confident that in giving to the '52' hydraulic brakes which are universally recognised as safer, simpler and safer than any other four-wheel braking equipment, we shall meet with an even greater public appreciation this model."

The Chrysler-Lockheed system is simplicity itself, Chrysler engineers point out. No lubrication is necessary. There are no rods, springs or clevises, no mechanical equalisers.

The fluid which operates the brakes is contained in the cylinders and brake lines; a reserve supply is carried in a small tank which is connected to the master cylinder. Pressure on the foot pedal is transmitted in full force to the brakes through the liquid in the cylinder and lines.

The pedal pressure is applied against all four brake cylinders in equal degree through the operation of the elementary law of physics that "the pressure exerted upon any portion of a fluid enclosed in a vessel is transmitted, undiminished equally to all surfaces." This means braking safety and certainty—a positiveness of braking control not attainable, the engineers say, by any other method.

One of the salient advantages claimed for the Chrysler hydraulic brakes is that they always equalise perfectly and automatically without constant adjustment or the use of any equalising device or mechanical means. Due to this quality the same braking pressure is applied to all wheels at the same time, assuring the highest possible degree of safety.

prevent rolling and swaying. Shock absorbers are fitted.

Brakes are fitted to all four wheels, and there are two independent controls. The pedal operates the brakes on the four wheels, and the hand brake lever operates those on the rear wheels. The brakes are of the internal expanding type with extra large diameter drums. Chassis lubrication is by the oil gun system. Five detachable disc wheels are fitted, with 28 x 4.95 Dunlop reinforced balloon tyres.

An electric starter is provided with Bendix drive engaging with a toothed ring bolted on the flywheel. This is operated by a pedal on the floor boards situated conveniently near the driver's foot. A dynamo driven from the engine supplies current to a large capacity, 6-volt, battery. The lighting set consists of two head lamps, two side lamps, and one tail lamp. The fascia board carries an ammeter, and also the lighting and ignition switches. An electric horn is fitted with a press button in a convenient position. The petrol tank contains 8½ gallons approximately, including an emergency supply of one gallon, which can be released by the driver when required. The oil consumption is 1,000 miles per gallon approximately. The track is 48½ in., the wheelbase 84½ in., and the ground clearance 6 in.

CHRYSLER



SEVEN BODY TYPES
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ONLY in Chrysler "52" can you buy these
qualities—Characteristic Chrysler speed and acceleration,
usable with complete comfort because of un-
rivalled engine and riding smoothness;Ease of handling unlike anything ever before
experienced in any low-priced cars;Full-sized, roomy bodies of exceptional fineness,
equipped with saddle-spring seat cushions;Smartness and beauty of line and colour that
set the pace for the industry;Dependability and long life that result from a
precision of manufacture totally unknown in
the building of any other low-priced car;The inevitably superior results of that Chrysler
Standardised Quality of engineering and man-
ufacturing which produces the Chryslers of
higher price—"62," "72" and 100 h.p. Imperial
"80";There you have the smart new Chrysler "52."
At its sensational value, public preference
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CHEAPER CARS.

WELCOME ANNOUNCEMENT FROM DETROIT.

TAX REMISSION EFFECT.

Detroit, Yesterday. The National Automobile Chamber of Commerce has announced that the price of all cars will be reduced by the amount of war tax remitted under the tax reduction bill. The reduction will range from \$2 for cheaper cars to \$4 for dearer cars.—Reuter's American Service.

THE NOVICE.

HINTS FOR WHEN OUT MOTORING.

[By John Frieleau.]

In these days of much advertised service new owners of cars, I find, are being impressed with the idea that it is really unnecessary for more than a minimum amount of regular attention to be paid to any machine made by a reputable firm. They argue that service in England should be as it is reported to be in America, and that when anything wants doing a telephone call will bring the necessary workmen, or the car can be left at the local service station.

In theory this is no doubt an excellent plan, but I have an idea that those who insist upon following it strictly are liable to a good deal of trouble in the second six months of their ownership. The word reliability is entirely relative, as applied to machinery. No piece of machinery is reliable in the sense that it is not liable to failure—least of all a motorcar, which is probably subjected to crueller stresses than any other form of mechanism. In the generally accepted sense, a decently made modern motor-car certainly is very reliable, but that reliability is the child of precaution and common sense.

The Order of the Week. The newcomer to motoring would do well to shut his ears to the specious tales he will hear about the impossibility of his motorcar letting him down at any moment for any reason except petrol shortage and tyre failure, and with the help of the instruction book make out for himself a schedule of attentions to be paid at regular intervals.

The schedule should be drawn up in strict conformity with the orders of the instruction book, put as clearly as possible, and truly and inwardly digested.

For example, include in the Order of the Week careful checking of tyre pressure, all chassis lubrication points, obvious things such as the condition of the working parts of the ignition, whether by coil and battery or by magneto, and water and oil levels. And in this connection it is well to be particularly careful about the oil level. Most makers recommend that the oil should be withdrawn from the sump every 2,000 miles and a new supply introduced. For myself, I prefer to do this at the very least once every 1,000.

Most instruction books will tell you that the oil should be occasionally changed in the clutch pit and at regular intervals in the gear box and back axle, but I have very seldom met anyone, except an experienced enthusiast, who pays much attention to this important point. Some engines feed their clutches with oil from the sump, but even this is no excuse for not regularly emptying the pit and putting in clean stuff.

Gear boxes, I suppose, next to back axles, are the most neglected units in the average car owned by the inexperienced. It is not nearly enough to add further oil whenever you happen to remember to check the level—a thing which is done far more seldom than you might imagine. Clumsy gear-changing will in time damage gear teeth in the shape of knocking chips off them, and these chips, with the oil sludge at the bottom of the box, form a destructive grinding paste which accelerates the wear and tear throughout the gear box.

Gear oil is cheap enough in all conscience, and disagreeable as the job may be, I always think it is well worth while letting out the old, swelling out the box with petrol, and when the last drop of the latter has evaporated, filling up the new.

A Trouble. But—There are some gear boxes which will hold engine oil nearly as well as proper gear oil, and unless there is some sort of objection to its use such as undue noise I would always advise a novice to use heavy engine oil rather than gear oil. The churning that goes on in a gear box over-filled with a heavy oil, most of which is old and useless, is a fruitful source of power loss. Most back axles should be supplied with heavy oil because their design and construction make them less apt to get than a gear box, but

LOCKHART'S SMASH.

RAIN BELIEVED TO HAVE BEEN THE CAUSE.

DAYTONA INCIDENT.

Frank Lockhart, the American racing driver, was only slightly injured when he smashed during an effort to break the world's speed record on Daytona Beach. His injuries were relatively light, cuts on the wrist and chin and considerable shock being all the damage.

The whole affair seems to have been very unfortunate. Lockhart, following his usual custom, had been trying out his car in distinct stages, testing all the fittings and details gradually, and working up to an attack on Campbell's record. The almost mechanical progress of his preparations in entirely typical of the man and, to a certain extent, of American drivers generally, and it is characteristic of the difference of method in dealing with records in Europe and in America that the disaster was caused partly by certain people at Daytona urging the American champion to go for the record when he did not want to. As a result, Lockhart took his car down to the beach when it was raining, and what was worse, raining in squalls. The little machine went up to the start quite well, turned, and gathering speed in grand style, reached terrific pace.

At that moment one sudden squall of wind almost blinded the driver and obscured the course. In a fraction of a second the car changed direction, and before anything could be done to correct it, it went off the beach into the sea. Hitting the water with a tremendous splash, the machine acted rather like a stone when boys are playing "ducks and drakes" on a pond. It actually bounced off the water, hit again, bounced again, and travelled hundreds of feet before settling down.

RESPONSIBILITY.

CAR OWNERS AND THEIR SERVANTS.

(President Greer, College of Automotive and Electric Trades, Chicago, Ill.)

In a bulletin issued by the Chamber of Commerce of the United States the curious and varying ways by which the driver or owner courts trouble are indicated. The driver who knocks down a street sweeper is worse off than the one who hits an ordinary pedestrian. The owner of the family car must answer, as a rule for what the family does with it on friendly errands. To loan a car to an incompetent driver is to pay the reckoning for what the incompetent driver does.

These and other conclusions are based on a series of court decisions, which differ to some extent, according to the laws of the different States.

Notice the Labourers.

Drivers of automobiles are bound to take notice of labourers in the streets and to exercise special care not to injure them. A worker in the street is not negligent if so occupied with his work that he does not watch for approaching vehicles.

A motorist approaching a street car which has stopped at a usual place to take on or discharge passengers, is required to be especially careful of the safety of persons boarding or leaving the car. Under such conditions the law imposes a higher degree of care upon the motorist than upon the pedestrian.

Owner Responsible.

An automobile owner is responsible for the conduct of his chauffeur while performing the business of the owner. Between the owner of the automobile and his chauffeur, while the latter is engaged in the owner's business, the relation of master and servant exists and the rules of law applicable to that relation apply. (Continued at foot of next column.)

here again it is worth while finding out by trial and error what is the lightest grade of oil that can safely be used. I would sooner have to fill up either gear box or back axle or both with new oil every 500 miles because of loss and know that my car was really running free than save myself this small labour and know that she was running sluggishly. Remember that some things cannot be over-lubricated, such as spring shackles, which are usually grossly neglected. The amount of oil you waste by too frequent use of the grease gun at these points is negligible. What you lose in comfort and long wear by willfully forgetting them is very considerable. All machinery needs careful attention if you want it to work properly, and a motorcar rather more than most other kinds.—Evening Standard.

MAKING NEWS.

WHAT AN EDITOR DID.

MOTORING FEAT.

Tradition has it that "the newspaper reporter gets there first." Now newspaper history has recorded an instance where a representative of the Press "made" a story to order for his paper.

The "story" was developed on April 4 in Australia, when Norman Smith, motor editor of the Sydney "Sunday Times," shattered all Australian west to east trans-Continental records driving a strictly stock model Studebaker Commander Roadster.

Smith drove the Commander from Fremantle to Brisbane—3,711 miles across Australia—in 147 hours and 32 minutes. He not only broke three previous Australian records in the cross country run, but established four new marks.

Studebaker now holds 48 Australian speed and endurance records for automobiles regardless of power or price. The trans-Continental record was made in spite of losing approximately 36 hours due to rain and impassable roads.

The run started from Fremantle, West Australia, and extended eastward along the coast to Adelaide, South Australia; south to Melbourne, Victoria, and then north along the eastern coast through Sydney to Brisbane. The first mark fell at Adelaide, when Smith and the Studebaker Commander covered the 1,850 miles between Fremantle and Adelaide in 64 hours and 33 minutes, lowering the previous record between these points by 5 hours and 33 minutes. At Melbourne, the Fremantle-Melbourne record was lowered by 15 hours and 20 minutes, the Commander completing this 2,453-mile leg of the run in 82 hours and 55 minutes.

After travelling 3,106 miles in 106 hours and 43 minutes, Smith and the mud-covered Studebaker rolled into Sydney with still another record—breaking the best previous Fremantle-Sydney mark by 12 hours and 22 minutes. At Brisbane, the Commander had covered 3,711 miles in 147 hours and 32 minutes, thereby setting a new west to east trans-Continental record for Australia.

Other marks which fell before the onslaught were Adelaide to Sydney, 1,181 miles, covered by the Commander in 41 hours and 13 minutes; Adelaide to Brisbane, 1,934 miles, 82 hours and 2 minutes; and Melbourne to Brisbane, 1,325 miles, 62 hours and 37 minutes.

The new trans-Continental marks are the second series of triumphs for Smith and The Studebaker Commander in Australia in less than a month. On March 15 at Lake Perkolilli, West Australia, he drove a Commander Roadster 1,701½ miles in 24 hours, an average speed of 70.8 m.p.h., to break all Australian speed and endurance marks for 24 hours and lower all records for 100 to 1,700 miles. The run was made under observation of the West Australian Royal Automobile Club.

In the United States, the Commander distinguished itself as the world's champion car when it travelled 25,000 miles in less than 23,000 minutes. Nothing else ever travelled so far so fast. During the last three months of 1927, strictly stock model Commanders set 50 new records for endurance and speed.

As a rule an automobile owner is liable for negligence resulting in injuries to a guest while an occupant of his car. There are exceptions to this general rule. An automobile owner or driver may be relieved of liability on account of an injury to a guest when the guest is guilty of contributory negligence. If a driver is operating a car in a reckless or dangerous manner, and the guest having time and opportunity to protest makes none, he has no recovery against the driver. This failure to act is construed as contributory negligence.

Might Hold You.

Ordinarily a passenger in an automobile has no control over its operation, and is not liable for the driver's negligence, but a passenger who participates in the active management of the car may be liable for the negligent conduct of the driver. In the absence of specific statutes, when an automobile owner loans his car to another person and the borrower uses the car for his own purposes, the owner is not liable. It has been held that an owner is liable when he knowingly lends his car to an incompetent person, and that person's failure to drive properly is negligent. The owner's negligence in lending his car to this type of person.

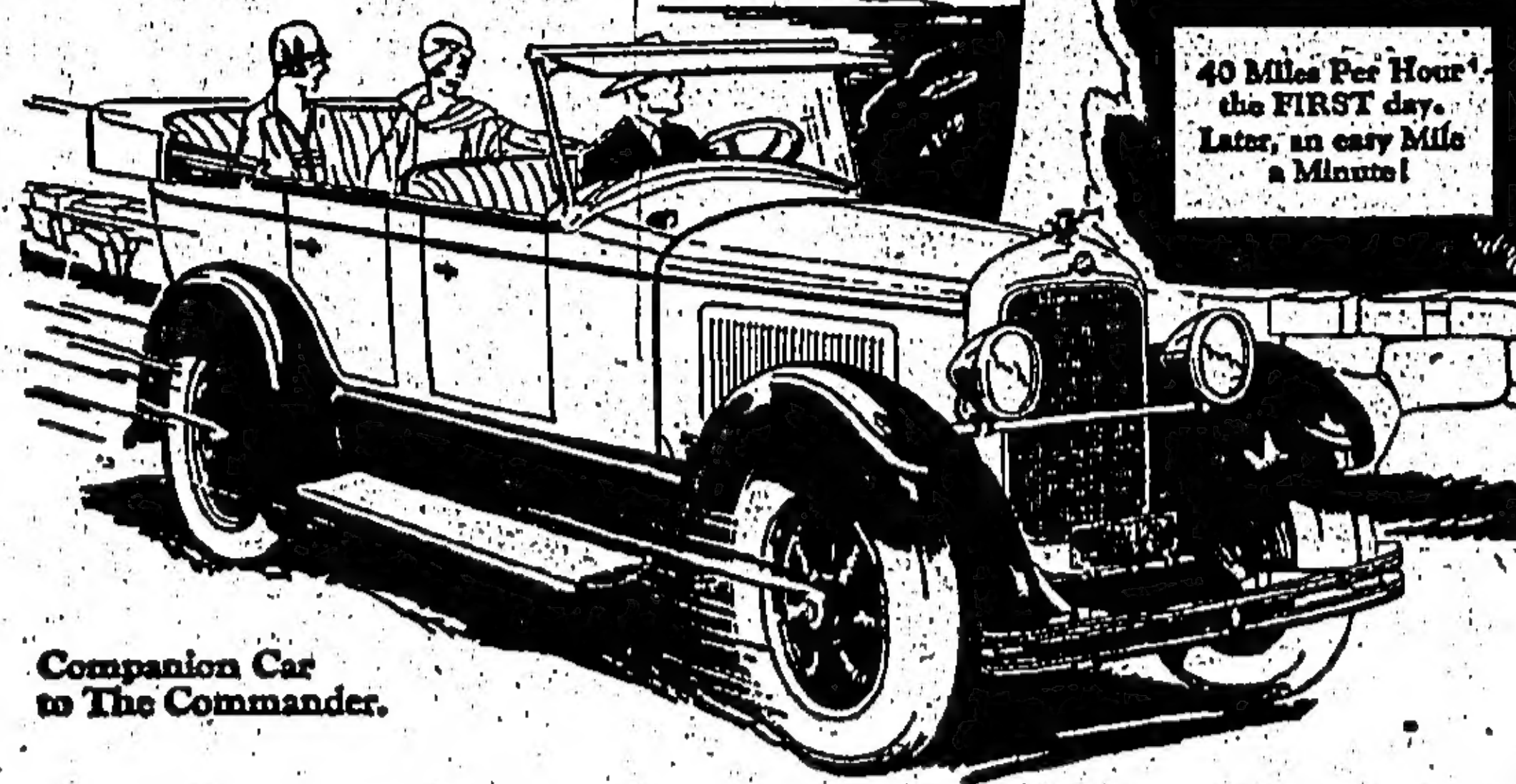
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ADVANCED engineering has increased the power of this Studebaker Director and at the same time increased its economy of fuel.

This spirited Sport Tourer is capable of high sustained speed. In official tests, the new Director sedan raced 1483 miles in 24 hours—an average of 61.795 miles per hour. It has proved itself a blood brother of the world's champion Studebaker Commander.

This Studebaker Director also offers you distinctive beauty of line and colour; relaxed comfort from deep cushions and extra ample springing.

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BEATS OWN RECORD.

On the 30th of March, along the beach of the Lido of Venice, and on the official basis of 3 kilometres, Major Mario De Bernardi, holder of the world's speed record which he won last November with an hour average of 479,290 kilometres, has beaten his own record flying at the fantastic speed of 512.776 kilometres per hour, a speed which up to now has never been reached, and which has been consented by a Fiat engine, one of the milestones of the world's mechanic engineering; thus awarding to the Italian Aviation and to the Great Manufacturing Company of Turin a record which approaches the fantastic.

Besides the British and United States Aviation Attaches also the official deputies and time keepers were present to witness the attempt.

Only a few days after the tragic and mortal flight of the British Aviator Kinkhead who was trying to beat the record of the Italian Pilot, De Bernardi wanted to further improve his own exploit and succeeded in raising his previous average of 53,485 km.

On March 30, as on his first attempt and as for the Schneider Cup which he won two years ago in America, Major De Bernardi was piloting a Macchi "52" seaplane with a Fiat A.S.3 engine. This gem of the Italian industry has not yet said its last word with the success of March 30: when Major De Bernardi left the plane, though he did not try to conceal his joy for the splendid victory, he did not seem completely satisfied with the result obtained, declaring that the Fiat engine A.S.3 "can and will do better," it is not unlikely that Major De Bernardi will try again with the same machine to improve his own record.

The lively strains of the Italian Royal March hailed the fine victory and soon after followed the English Anthem, as a homage due to the memory of the brave and unfortunate Kinkhead whose wings were broken in the bold attempt to secure for his country a leadership so hard to realise.

HEAVY HAULAGE.

Who amongst us (says "The Commercial Motor") has not observed with amazement and sometimes with a feeling almost akin to awe, some huge, and often exceedingly heavy, article being transported by road; such loads, for instance, as boilers, electric transformers and built-up girders, and has not wondered how even human ingenuity has been able to overcome the many difficulties which must of necessity occur in the handling of such cumbersome articles? Some may be so tall as to render necessary the avoidance of all except the highest bridges; others may be of a length which would appear to

render the negotiation of corners along a matter of the utmost difficulty.

Consider the transference of a 381 ft. girder from railway trucks to road trucks, its transport through the streets of London, and its unloading on to the site of one of London's latest buildings. A feat like this was carried out only a few weeks ago, and with remarkable smoothness. Single loads of 100 tons or more may have to be dealt with, yet these are handled expeditiously and generally, with safety. It says much for the strength of our modern roads that they are able to stand up to loads without excessive damage at all. This, however, is partly due to

the care taken in the design of suitable conveyances by which the load is spread over a large number of wheels and distributed as evenly as possible over a big area of the road surface. This not only prevents the crushing of such surfaces, but avoids damage to the road foundations. This is one of the fields of activity in which the steam-propelled machine proves its real value and its wonderful reserve of power. Use it, of course, made of petrol tractors, but mainly for the haulage of loads which, whilst being great in comparison with what may be termed usual practice, do not approach such weights as that mentioned.

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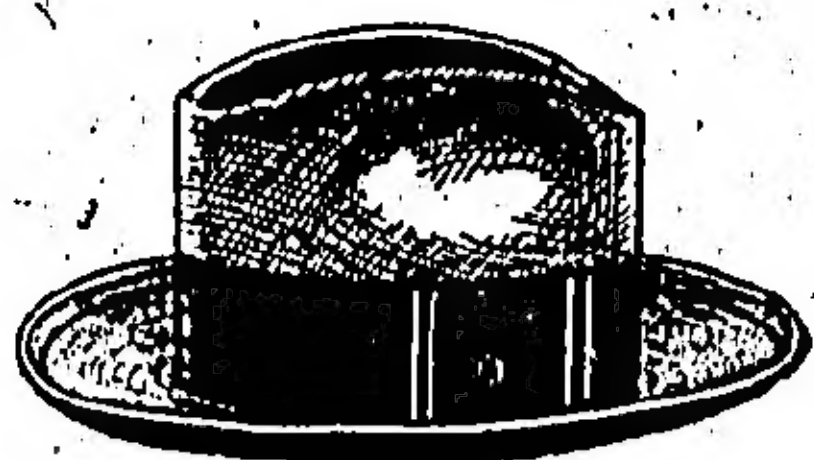
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MR. HENRY FORD.

THE LIFE AND SOUL OF THE "MAJESTIC"

"ENTERPRISING BRITONS."

Mr. Henry Ford, the motor-car
magnate, recently arrived on the
white Star liner "Majestic" at
Southampton from New York.
Mr. Ford, who was in Britain on
a three weeks' visit, said in an
interview that his plans had yet
to be made.

"Is this a business as well as a
pleasure trip?" Mr. Ford was
asked. Smilingly he parried the
question with, "I shall see what
turns up."

"This is my first visit to Eng-
land since 1912," he added. When
he was asked, "Will you use a
Ford car to travel through the
country?" he replied, "Well, last
time I ran a Rolls-Royce and took
it back with me to America and
kept it for eight years."

Mr. Ford said that among other
places he would visit were Strat-
ford-on-Avon and Manchester.
He would stay a few days in Lon-
don.

Asked his views on the League
of Nations he said, "I don't know
anything about it, and I don't
think anybody else does. It is a
nice thing to talk about."

Questioned about reports that
there were four million men un-
employed in America, he said,
There may be fifty millions, but
they would be men who don't
want to work. This morning I
heard that there were bread lines
everywhere, but I guarantee there
was not one."

Mrs. Ford accompanied her hus-
band.

More Enterprising Englishmen.

To another interviewer he
said:—

"I have visits from at least a
hundred Englishmen every week
in the States, and in this way I
have always been able to keep in
touch with your country. In the
last five years I have noticed that
a different generation of Britons
is appearing. They are just as
law-abiding but they are more
progressive. They are different
because they are more enterpris-
ing. They are brighter, and in-
stead of presenting their goods
with the attitude of 'take it or
leave it' they now find a hundred
reasons for your taking them. Of
course that is the right spirit in
business. The pioneer spirit has
returned to Britain."

"Great Britain and the whole
of Europe must realise that the
sure way to recover lost prosper-
ity is to divide the profits more
by paying higher wages and by
using more machinery. It is a
fallacy to think machinery means
unemployment. The unemployed
are absorbed in making the ma-
chinery and the higher wage gives
the people a better spending cap-
acity, and that creates a better
market."

Mr. Ford then told how he
managed to control his vast busi-
ness and undertakings and yet
remain as young as ever. "I keep
dancing," he said. "I love dan-
cing, but only the old-fashioned
English dances. I think they
keep you young, and one of my
first objects when I reach Eng-
land will be to investigate all your
wonderful old dances. They in-
terest me no end."

"I never lay out anything for
the day. Nothing is arranged.
When I rise in the morning my
day is carte blanche. If you
keep your mind open and do what
you feel like doing you are bound
to get along well. That is why
nothing has been arranged for my
visit to England. I shall be stay-
ing about three weeks, but I don't
know where I shall go. I don't ex-
pect I shall go further north than
Manchester, however, though I
would like to visit the industrial
centre on the Clyde."

"My one great interest in life is
the study of people. That is one
of the main reasons for my com-
ing to England. I want to study
the English in their own homes.
I take plenty of holidays, believe
me, but I am never idle. The
only thing that will always cause
a crash in business is voluntary
idleness. If you get too fond of
pleasure you are bound to crash
sooner or later. The best way to
take money is by service. There
is always something to do for

those who are looking for it, and
they always get paid for it. The
trouble is so many people want to
be paid first."

Mr. Ford then showed the inter-
viewer a steel and gold penknife
studded with mother of pearl
with the initials "C.D." worked on
it. "My wife gave me this four
years ago," he said, "and the
initials belong to Charles Dickens,
of course. It was given to him by
one of his publishers. I have
always considered it as the great-
est sentimental bond I have with
England."

Another remark was: "No man
can succeed without the influence
of a good woman."

Mr. Ford added that he was
64 and was not taking things
more easily. He could not con-
ceive any set of circumstances
under which he would retire.
Just before he went aboard, he
said he met Edison, who is 81,
and Edison told him that he was
working harder than he ever
did, and finding the pleasure in
life by so doing.

Old English Dance Music.

Mr. Ford after the first two
days was the life and soul of the
liner. Mr. and Mrs. Ford boarded
at New York by the parcel gang-
way as Mr. and Mrs. Robinson,
and the liner had been at sea two
days before the 600 first-class
passengers were aware that the
millionaire and his wife were
aboard.

In the ballroom one evening
"Mr. Robinson" stood on a settee
and announced "I am Henry Ford;
let me show you how to amuse
yourselves."

The news spread
through the ship, and the ball-
room, which previously contained
only about a dozen couples dan-
cing to jazz, was soon crowded.
Mr. and Mrs. Ford took the jazz
music away from the band and
old English dance music was pro-
duced. It came out that Mr.
Ford's luggage included two
huge crates of this, which he ex-
plained was the best manufacture
of England 170 years ago.

The band struck up the old
tunes, but for a time Mr. Ford
and his wife were the only dan-
cers; no one but they knew the
steps, but the passengers proved
apt pupils and foxtrots were re-
placed by the dancers, the polka.
Sir Roger de Coverley, and the
mazurka.

Jazz did not get a look in for
the night. Mr. and Mrs. Ford led
the couples. — "Manchester
Guardian."

The Lord Mayor and Sheriffs of
London attended the opening of
the quinquennial international
flower show in Ghent by the King
of the Belgians.

QUEEN'S



'STRANDED
IN PARIS'
SUNDAY & MONDAY

ATLANTIC 'PLANE.

AERIAL GIANT DESIGNED BY YOUNG FRENCH ENGINEER.

TO MAKE ATTEMPT SOON.

The Arc-en-Ciel, an aerial
giant with a wing spread of
nearly 30 yards, in which six
French airmen will make a Trans-
Atlantic attempt some time in
May is now ready for its final
tests. Comfort and speed have
been combined in its construction.

It possesses three Hispano-
Sulza motors of 180 h.p. each,
any one of which is capable of
propelling the machine alone
should the other two break down.
In addition all three motors can
be reached with ease should any
repairs be necessary, the "Morn-
ing Post" is informed.

"To fly across over 3,000 miles
of water with a single motor,"
said M. Couzinet, the young
French engineer, only 24 years of
age, who has designed the ma-
chine, "is an act of courage, but
also of foolhardiness, almost an
attempt at suicide. My aim has
been to design a machine which is
sure to reach its goal."

The body of the machine is
divided into three large cabins,
one in front for the pilot and
mechanic, another in the rear,
fitted with tables and instruments
for the observer, and a "rest
room" in the centre, where the re-
lief can sleep stretched at full
length upon a comfortable mat-
tress.

Three petrol tanks capable of
holding 6,200 litres are carried in
the wings. All the body work of
the machine is in wood. M.
Maurice Drouhin will be the pilot,
and the crew, in addition to the
inventor, will include a Naval offi-
cer, a navigator, a mechanic, a
wireless operator, and possibly a
reserve pilot. M. Drouhin was
originally selected by Mr. Levine,
prior to Captain Hinchliffe, for
the return flight to America which
did not come off, and later to pilot
the Oiseau Bleu across the Atlan-
tic. This flight also did not take
place.

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Watmough, Miss C. West.

The slow train had fully justi-
fied many forcible adjectives applied
by the passengers. Finally, it
stopped between two stations and
alongside several trucks containing
bricks. One of the passengers
descended to the line and stretched
himself.

"Hi!" shouted the guard, "you
can't get out here, there's no
station."

"All right," came the reply.
"I'm a bricklayer. What's the
matter with building one while
we're waiting?"

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REMEMBER: YOU'RE SUPPOSED TO BE LORD
HELPHUS-WHO CAME OVER A FEW DAYS AGO: I
MET YOU AT THE GUBOON CLUB AN INVITED
YOU OUT TO MY HOUSE.



THIS'LL PUT ME IN SOFT
WITH MAGGIE. I HOPE
JERRY SHOWS UP
PROMPTLY AT SIX.



WHAT ARE ALL
THE POLICEMEN
DOIN' IN FRONT
OF THE HOUSE?



YOU DON'T SUPPOSE
I'M GOING TO LET
THE CURIOUS MOB
GET TOO CLOSE TO
LORD HELPHUS WHEN
HE ARRIVES
DO YOU?



HEY, DINTY, DON'T LET
JERRY COME OUT TO
THE HOUSE. IT'S
SURROUNDED BY COPS
IF THEY SEE JERRY
IT'LL MEAN BACK TO
JAIL FOR HIM.



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From	Per
THURSDAY, MAY 31.	
Shanghai and Amoy	Liachow
FRIDAY, JUNE 1.	
Japan and Shanghai	Hakusan Maru
Europe via Negapatam (letters only London, 3rd May)	Nam Sang
Europe via Negapatam (papers only London, 3rd May)	Hector
Amoy	Takliwa
SATURDAY, JUNE 2.	
U.S.A., Honolulu, Japan and Shanghai	Pres. Van Buren
Shanghai and Europe via Siberia	Jeypore
Shanghai and Swatow	Shantung
MONDAY, JUNE 4.	
Canada, U.S.A., Japan and Shanghai	Empress of Canada
Australia and Manila	St. Albans
U.S.A., Honolulu, Japan and Shanghai	Pres. Madison
TUESDAY, JUNE 5.	
Japan and Shanghai	D'Armaghan
Saigon	Sphinx
FRIDAY, JUNE 8.	
U.S.A., Canada, Japan and Shanghai	Pres. Pierce

OUTWARD MAILS.

For	Per
THURSDAY, MAY 31.	
Shanghai	Talleyrand 3.30 p.m.
Sam Shui and Wuchow	Kochow 4.30 p.m.
Amoy	Tilawa 5 p.m.
Hoihow, Pakhoi and Haiphong	Limchow 5 p.m.
FRIDAY, JUNE 1.	
Straits and South Africa	Chicago Maru 8.30 a.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 16th June. Parcels noon. Registration 1.45 p.m. Letters 2.30 p.m.	
Bangkok	Tanda 12.50 p.m.
Swatow, Amoy and Foochow	Haiyang 2 p.m.
Saigon	Hainfoosing 3.30 p.m.
Pohow, Pakhoi and Haiphong	Taan 5 p.m.
Shanghai	Suiyang 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd July. K.P.O. Registration 4.30 p.m. Letters (June 2nd) 9 a.m. G.P.O. Registration (June 2nd) 8.45 a.m. Letters (June 2nd) 9.30 a.m.	
SATURDAY, JUNE 2.	
Shanghai, Japan and Europe via Siberia	Nansang 5 p.m.
SUNDAY, JUNE 3.	
Bangkok via Swatow	Klangau 9 a.m.
Swatow, Amoy and Formosa	Hokan Maru 9 a.m.
MONDAY, JUNE 4.	
Wei Hai Wei	Haihow 5 p.m.
Amoy	Shantung 5 p.m.

*Correspondence bearing vessel's name only.

NEW DANCE STEPS.

Appearing in London Clubs.

FOLLOWING THE YALE.

"Sugar Step," "Step Trot" and "Kinkajou" Among Them.

London, May 9.
New dance steps are appearing in the London restaurants and night-clubs with bewildering rapidity.

There are now over 20 different dances current in dancing circles here.

The Sugar Step, the Step Trot, and the Varsity Drag were demonstrated recently. The Kinkajou, the Baltimore, the Heebie Jeebies, and the Dixie Stomp, while not longer classed as new, are still commanding attention.

Teachers of dancing are experimenting with still newer variations, according to a prominent authority.

"It was the immediate success of the Yale that led to this rush of new steps," declared one of the foremost dance teachers in an interview recently. "Every one is trying to equal the record of Major Taylor who first showed us that step."

He emphasized that if the public would allow the experts to carry out experiments before adopting each new dance, there would be far less confusion.

"People no longer dare go to a dance unless they know all the latest steps," he concluded, "and the result is they miss the enjoyment of a healthful form of exercise."—United Press.

MOTOR CAR TOUTS.

ONE MORE BATCH BEFORE THE MAGISTRATE.

The Bay View police, busy yesterday, arrested three motor car touters for pestering pedestrians at the Ming Yuen Gardens. One man, who admitted the offence and had been similarly previously convicted, was fined \$5. The other two were fined \$2 each as first offenders. One gave the excuse that his car had been "phoned for," but as he did not know the identity of his prospective fare, he spoke to a party, which was leaving the garden. The West Point police charged a man with toutting outside the Tai Ping Theatre. He was also a first offender and was fined \$2.

Views of Magistrate & Police. In connection with cases against motor car touters, at the Central Magistracy this morning, Lieut.-Col. F. Eaves, D.S.O., said that he did not see any sense in arresting them unless they actually accosted people. He did not think it was an offence for a driver to signal to passers by.

With these remarks, his Worship decided to give the benefit of the doubt to a tout, who claimed that he spoke to a pedestrian whilst seated in his car outside the Ming Yuen Gardens.

The police agreed that signalling to passers-by from a car was not an offence, but stated that public motor cars gathered in large numbers outside the gardens, making it difficult to handle traffic, whilst the majority of the touters stood about at the gates of the gardens and spoke to people as they came out, often causing annoyance by their persistence.

CYCLE LAMP.

CHINESE BROUGHT BEFORE THE MAGISTRATE.

A Chinese was this morning before Mr. W. Schofield at the Kowloon Magistracy, charged with the unlawful possession of a motor cycle lamp; the charge being lodged by Sergeant Porteleon.

The defendant stated that he was the principal tenant of the flat at No. 1 Wing Sing Lane, Yau-mat, and that there were a number of other tenants, who paid their rent to him. One of the number had a motor cycle, but being unable to pay his rent, gave "accused" the lamp in lieu of payment.

His Worship: "Would it be possible to find the owner of the cycle to give evidence?"

On defendant replying in the affirmative the case was adjourned for 24 hours.

WORLD PEACE.

U.S. Memorial Day Theme.

MR. KELLOGG'S PROPOSALS.

President Coolidge Refers to It at Gettysburg.

Gettysburg, Yesterday.
The desirability of a continuance of peace was the world-wide theme of memorial day yesterday.

In his speech Pres. Coolidge referred to the favourable reception accorded to Mr. Kellogg's draft treaty to renounce war which has been endorsed by the public opinion of America and abroad and had been approached with by the encouragement, interest and sympathy by other Governments. — Reuter's American Service.

MEMORIAL DAY.

U.S. AMBASSADOR AND THE "NEW OPTIMISM."

HAPPY FRANCE.

Paris, Yesterday.
Speaking at the ceremonies on Memorial Day, the American Ambassador stated that the general situation, as far as concerns peoples and sentiments, had greatly improved. He added that in no country outside the United States was this new optimism more noticeable than in France.

Only a few weeks ago the French people had set the stamp of overwhelming disapproval upon strife and disorder and had definitely set out upon the march toward the sane and prosperous future to which their virtues in peace as well as in war so prominently entitled them.

The great leader of this movement is watched in America with the same confidence and respect which he excites at home, and we now see clearly that the American soldiers, who fell in the war, bravely serving their own country, had also helped to lay the foundation not only of France's national safety, but of her imminent prosperity and the ever growing happiness of her much tried people. — Havas.

MUZZLELESS.

KOWLOON LADY FINED \$5.

At the Kowloon Magistracy, before Mr. Schofield, Mrs. R. Pass, residing at No. 2 Saifce Terrace, Nathan-road, was formally charged with allowing her dog out of the house without a muzzle.

Mr. D. Davidson, for the defendant, pleaded "guilty," and informed His Worship that the dog was out owing to the carelessness of an amah, and that it was the first time such a thing had occurred.

In consideration of this, the Magistrate imposed a fine of \$5.

IT PAYS!

PROOFS OF ADVERTISING WORTH.

Hong Kong business firms might do worse than take a leaf out of the American book, if only because it is a volume which is being published also in other lands.

"In the Federal bankruptcy courts in Los Angeles, California, 92 per cent. of business failures for the past financial year were non-advertisers." From a survey of records over 32 cities of the United States it is found that 89 per cent. of failures are among firms which did not advertise. To turn to the constructive or positive side—there is a significant hint in a report from Troy, New York, where there was not a single failure among firms that advertised.

Of course, it pays to advertise; but it must be done with brains. The Lord Mayor's Fund for the relief of distress in the coalfield amounted recently to \$75,000, among donations being \$1,000 from Lord Glendyne.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 9/16.

MARRIAGE MAKERS.

New Laws Framed in Philippines.

AUTHORITIES ON GUARD.

Official Campaign Started Against Those Unauthorised.

Manila, May 20.
A campaign against priests and Protestant ministers throughout the Islands who have not been authorised by the authorities of the Philippine Library and Museum to solemnise marriages in accordance with the new marriage law, will be started.

Of about 4,000 ministers and priests in the Islands, only 260 have been registered with the Philippine Library and Museum and approved by that institution to solemnise marriages.

Any of these priests or ministers who have not been registered and allowed by the Philippine Library and Museum to solemnise marriage, may be imprisoned for no less than six months, and fined P200 for violation of the new marriage law, it was pointed out.

Several religious sects established in Manila and elsewhere who have applied for authority to solemnise marriages, have been denied permission for failure to possess the necessary requisites called for by the law.

It is believed that many of these unlicensed ministers have been solemnising marriages in open violation of law.

TSINAN TRAGEDY.

OBSERVANCES IN CANTON ON JUNE 3.

INSTRUCTIONS FROM NANKING.

In accordance with a resolution passed by the Central Executive Committee of the Nationalist Party in Nanking, the Canton City Kuomintang has issued a circular notice to all public bodies that national flags shall be at half-mast on June 3 in commemoration of the tragedy of May 3 in Tsinan.

It is stated that "as a month has elapsed without any solution to China's grievance, it has been thought necessary for the Chinese to keep such an incident in their memory and to be ready to seek adequate redress for the massacre of innocent people at the hands of the Japanese."

RUNNERS' ROW.

INSUFFICIENT EVIDENCE TO CONVICT.

Major C. Willson, yesterday afternoon, heard a case at the Central Magistracy in which a boarding house runner summoned another for alleged assault. The trouble occurred in a room at the Yuet Wah boarding house, and was stated to be over money matters, the defendant alleging that the complainant had owed him some money for a long time. Another accusation brought against complainant by the defendant was that the latter had given information to the police which led to the defendant's deportation from Singapore where the two had previously lived. Complainant gave a complete denial of defendant's allegations, and said that, for no reason whatever, the defendant burst into the room in which he was sitting with his aunt, and after threatening to "brain him" with an iron rod, snatched \$25 from him. The Magistrate decided there was not sufficient evidence to lead to a conviction and discharged the defendant.

FASCISTS' WISH.

Rome, Yesterday.
The international institute for the unification of international law was inaugurated by Premier Mussolini who said the fascist government in Italy wished the creation of the institute to aid the League of Nations' activity regarding intellectual co-operation. — Reuter.

"Whenever I go to the Royal Academy I am always inspired to draw pictures," or make busts and statues, because I see such awful things there. — Sir E. Barendse, Powell.

Shakespeare is synonymous with everything beautiful. — J. H. Cade, Tunnay.

When Laura Joined The Army!

THE VIVACIOUS little blonde star in a sparkling new farce!—

CARL LAEMMLE PRESENTS

MARY ROBERTS RINEHART'S Story

"FINDERS KEEPERS"

starring LAURA LA PLANTE

How the colonel's daughter sneaked into camp in uniform to be near her soldier sweetheart and what happened when she got swept into a general parade!



Laura La Plante's Funniest Film!

AT THE

QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

AN ASTONISHING story of love and intrigue in a strange drama of modern Paris!—

WILLIAM FOX presents

The HEART of SALOME



With ALMA REUBENS—WALTER PIDGEON—BARRY NORTON

AT THE

WORLD

TO-DAY TO SATURDAY.

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15.

COMEDY and drama in an intimate story of silk stockings!—



ANKLES PREFERRED

With

MADGE BELLAMY.

J. F. MacDonald—Lawrence Gray.

AT THE

STAR

TO-DAY TO SATURDAY.

Continuous 2.30 to 11.15.

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